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**MEETING 10/11/03 IN THE MATTER OF LONG BEACH AIRPORT SCOPING  
MEETING**

**HAHN & BOWERSOCK**

**Page 1 to Page 117**

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**CONDENSED TRANSCRIPT AND CONCORDANCE  
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## Page 1

1 PUBLIC FORUM LONG BEACH AIRPORT SCOPING MEETING  
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3  
4 In the Matter of: )  
5 Long Beach Airport Scoping Meeting )  
6 Held Saturday, October 11, 2003, )  
7 at 10:00 a.m. )  
8  
9  
10  
11 Meeting Held At: Energy Department  
12 2400 Spring Street  
13 Long Beach, California  
14  
15  
16 Reported by: Stephanie Baker, CSR. No. 9249  
17 Certified Shorthand Reporter  
18  
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22  
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24  
25

## Page 2

1 ATTENDEES  
2  
3 Christine Eberhard, CommuniQuest  
4 Kathleen Brady, Bonterra Consulting  
5 Vincent Mestre, Mestre Greve Associates  
6 Matthew B. Jones, Mestre Greve Associates  
7 Janet L. Harvey, Meyer, Mohaddes Associates, Inc.  
8  
9 City of Long Beach:  
10 Dennis W. Carroll, Councilmember  
11 Mike Mais, City Attorney  
12 Mark Christoffels, City Engineer & Project Manager  
13 Sharon Diggs Jackson, Public Affairs  
14 Connie Mitchell, Airport Operations Supervisor  
15 Christine Edwards, Airport Special Projects  
16  
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## Page 3

1 I N D E X  
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3 EXHIBITS  
4  
5 Number Description  
6 1 Inputs to the LGB Environmental Impact  
7 Report, dated 09/28/03  
8  
9 2 Green Technology Letter dated 09/29/03  
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## Page 4

1 LONG BEACH, CALIFORNIA; SATURDAY, OCTOBER 11, 2003  
2 10:00 a.m.  
3  
4 MS. EBERHARD: Good morning. My name is  
5 Chris Eberhard and I have a firm called CommuniQuest.  
6 And I'm involved in the community outreach aspect of the  
7 EIR.  
8 I'd like to welcome all of you here today.  
9 As you probably know, we're here from 10:00 until 1:00.  
10 And what I'm going to do over the next couple of minutes  
11 and introduce our team and talk to you about the format  
12 for today. And then I'll be turning it over to another  
13 team member.  
14 There are restrooms right outside the door.  
15 We have water, cookies and coffee up here. Feel free  
16 any time to help yourself since it's a Saturday morning.  
17 And also we do have an interpreter, a Spanish  
18 interpreter, Roberta. Yes, right here. If you would  
19 like translation into Spanish during our presentation.  
20 First, I'd like to introduce our team  
21 members from the city that are here today. Start off  
22 with Mark Christoffels, City Engineer and Project  
23 Manager. Mike Mais, City Attorney, who is here with us.  
24 Christine Edwards is Airport Special Projects Officer.  
25 And Connie Mitchell is the Airport Operations Officer.

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1 And she's also here this morning.  
2 From the consulting side, Kathleen Brady is  
3 Project Manager and is with the firm called  
4 Bonterra Consulting. Vince Mestre, with Mestre Greves  
5 Associates, our noise consultant. Janet Harvey with  
6 Meyer, Mohaddes, traffic. And Matt Jones, also with air  
7 quality with Mestre Greves. And again, I'm  
8 Chris Eberhard with CommuniQuest.  
9 The format, as I mentioned, is from 10:00  
10 until 1:00. It's an open format in that we're going to  
11 give a brief presentation so that hopefully we're all  
12 kind of in the same understanding of what the project is  
13 and from several different individuals. And that, I  
14 hope, will take half an hour, maybe a little bit longer.  
15 But about a half an hour.  
16 And then we'll have these experts that I just  
17 mentioned from both the city and the consulting team  
18 here. And I can help and other team members can help  
19 direct you to the right person, whether it's a question  
20 regarding noise or traffic or if it's an airport  
21 question. As I mentioned, there are several people from  
22 the airport that can answer general airport questions,  
23 as well as regarding the EIR.  
24 Also, there is another meeting, as you know,  
25 Thursday night from 6:00 to 9:00 p.m. It will be here.

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1 It will be an open forum where you will be able to make  
2 your comments. Today we have a court reporter in the  
3 back. And she will -- when the formal presentation is  
4 done, she will take your comments.  
5 I would like to stress that your comments,  
6 if you write them down today on the postcard, if they  
7 are short, that's very good. If you want to do them  
8 through the Internet on the email, that's fine. If you  
9 have long text, that's fine. You can give it to the  
10 court reporter. All of those methods are equal. They  
11 are all the same.  
12 In other words, it doesn't -- if you don't  
13 do it today, if you take the postcard home and send it  
14 in, that has the same weight as if you turned it in  
15 today. So there's no difference in how you respond at  
16 all. It is looked at as part of the record in the same  
17 way.  
18 I believe that covers it. And with that,  
19 I'd like to introduce Mark Christoffels who has a few  
20 comments for you.  
21 MR. CHRISTOFFELS: Good morning. Thank you for  
22 taking off a little time of your Saturday to join us.  
23 This is as important to us, the city staff, as it is to  
24 your folks who are affected by the proposed project. I  
25 thought it would be helpful if I gave you a little

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1 background as to why we're here in the first place.  
2 As you know, flight activity has increased  
3 at Long Beach airport. They've seen their available  
4 flight slots get filled by various airlines. And as a  
5 result there's been increased activity physically in the  
6 terminal building of the airport.  
7 The airport facilities were not functioning.  
8 And we found ourselves in a mode where we had to go out  
9 and put in temporary facilities, such as you see at a  
10 normal grade school. We brought in trailers. We  
11 connected them together. We put in canopies. We put in  
12 remote parking at the Boeing facility to accommodate the  
13 increased airline activity.  
14 We knew none of these temporary facilities  
15 would last indefinitely. And city staff began looking  
16 at replacing these temporary with permanent buildings.  
17 Approximately two years ago, we had come up  
18 with a plan to do that. And we were taking it forward  
19 through our normal process. At that point it went to  
20 the Planning Commission and then eventually to the City  
21 Council.  
22 And the City Council said, you know we're a  
23 little uneasy about this. And we would like to -- they  
24 asked us to take the time out and direct the staff to  
25 put a hold on the proposed construction and permanent

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1 facilities. They also instructed us, in laymen's terms,  
2 to go out and do a fact finding mission. They said, we  
3 would like you to go out and do an environmental impact  
4 report. That occurred about a year and a half ago.  
5 Staff went out and put out a Request for  
6 Proposal with consultants to help us prepare the  
7 Environmental Impact Report. That is the firm that is  
8 here today, Bonterra.  
9 Where are we going with it at the moment? I  
10 was trying to describe this to my family the other night  
11 and I'll share this with you. Where we are right now  
12 it's, in essence, like a term paper for one of my high  
13 school kids. The topic has been laid on the table. And  
14 what she's doing at this point is out in the library  
15 pulling the various research material she needs to write  
16 her report on the topic.  
17 That's what we have today. We have a topic,  
18 basically, to propose improvements at the airport. And  
19 we doing our research at this point. We don't have a  
20 paper and we're not here to make a decision on it. Much  
21 like a teacher wouldn't be grading that term paper until  
22 it had been written, we are not prepared to say yea or  
23 nay on a project that we haven't researched yet.  
24 And for that matter, I want to make it clear  
25 that neither are the elected officials. At this point,

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1 they have told us to gather information. They are not  
2 being asked to make a decision on the project either for  
3 or against. They are simply being informed about what  
4 we have.  
5 What today is is, in essence, telling us  
6 what materials we need to look at. And with respect to  
7 the proposed project or topic, if you want to call it  
8 that. As you know, there will be two scoping meetings.  
9 We will be taking the results of these things to the  
10 City Council on December 2nd. And again, we're not  
11 being asked to make a decision. What we're talking  
12 about here is just what to look at. What will the EIR  
13 look at.  
14 To give you an idea of this timeline, a  
15 decision by our elected officials in whether this  
16 project will actually go forward or not won't be made  
17 until January of 2005. So between now and then, what  
18 we're going to be doing is researching the potential  
19 impacts of this project, exploring these things with the  
20 community, getting feedback, putting it all together and  
21 eventually taking this to the City Council.  
22 So I want to make that clear. Because there  
23 is some confusion with the community that we are  
24 apparently making a decision on whether to go forward  
25 with the project or not. And we're not.

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1 With that I'm going to turn it over to  
2 Mike Mais, who will give you a little bit more  
3 information about that. And then eventually, Kathleen  
4 Brady will talk about the actual process and what, at  
5 the moment, is the current proposed scope of work for  
6 the Environmental Impact Report.  
7 MR. MAIS: Thank you.  
8 As Mark said, my name is Mike Mais and I'm  
9 with the City Attorney's office. And they have asked me  
10 to come down here today and give you a little bit of  
11 background about our current noise and capability  
12 ordinance and how we got to where we are with our 41  
13 commercial slots and 25 – excuse me. 41 commercial  
14 slots and 25 commuter slots.  
15 Back in 1980, the city had no noise  
16 ordinance at all. In 1981, the city was experiencing a  
17 lot of problems with flights. And we developed a noise  
18 ordinance that limited the number of flights in the city  
19 to 15 flights. The air carriers sued the city in 1981  
20 over that limitation. And we entered into, basically,  
21 four years of litigation at that point.  
22 In 1986, the city adopted its second noise  
23 compatibility ordinance. And at that time we limited  
24 the number of flights to 32 commercial flights per day.  
25 That, again, was challenged by the air carriers in 1986

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1 in federal court. And in '86, we started 11 years of  
2 litigation through the federal courts to decide whether  
3 or not we could have – limit the number of flights to  
4 32.  
5 At the end that have period, 11-year period  
6 in 1995, the city entered into a judgment or stipulated  
7 judgment with the air carriers and the FAA and the  
8 federal court that limited the number of flights that we  
9 could have at the airport to 41 commercial flights and 25  
10 commuter flights, which is what we have today. That was  
11 done after a full environmental impact report and study  
12 of the situation.  
13 What happened in 1995, probably the most  
14 significant thing that came out of the settlement, and  
15 of much of this has been reported in the paper, some of  
16 you know this, the city was exempted from current  
17 federal law that regulates air carriers in the  
18 United States.  
19 And what that means, the city has what they  
20 call a slot controlled airport. It's one of maybe three  
21 or four airports in the entire country that has the  
22 ability to limit the number of flights on a daily basis.  
23 Most airports that are subject to the federal law, they  
24 have no limits whatsoever. They are 24 hour a day  
25 airports.

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1 And basically, it's whatever the economy can  
2 bare. So some flights – some airports have hundreds,  
3 as you know, hundreds and hundreds of flights per day.  
4 But right now we're exempt from the federal law. So we  
5 are able to limit our flight activity to 41 flights per  
6 day for the commercial and 25 commuter.  
7 As some of you also know, when Jet Blue came  
8 to Long Beach two years ago, the slots were allocated to  
9 Jet Blue, the remaining slots at the time, which were  
10 27, the city was challenged by American Airlines as a  
11 result of that allocation. And that started a whole new  
12 round of negotiations with the Federal Aviation  
13 Administration and the various carriers.  
14 And as a result of that, earlier this year  
15 we did get a ruling from the FAA that confirms that we  
16 are, in fact, continuing to be exempt from the federal  
17 regulation, which means that we can continue with our  
18 current noise ordinance and the ability to limit the  
19 number of flights at 41 per day.  
20 As part of the 1995 settlement, one of the  
21 things that the city was obligated to do on an annual  
22 basis was to conduct a noise study to determine whether  
23 or not there was room in the noise budget to increase  
24 the number of slots over and above 41. The city never  
25 did a noise study after 1995. And the reason for that

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1 is we never had 41 carriers'— or 41 flights flying out  
 2 of the airport after 1995.  
 3 When we got up to 41 flights this year, we  
 4 were obligated to do a noise study, which we just  
 5 completed. And the results of that study, which will be  
 6 announced at the City Council meeting on Tuesday night,  
 7 officially, are that there won't be any more  
 8 supplemental slots allocated this year because the air  
 9 carriers have exceeded their noise budget. Which means  
 10 that the number of flights for the upcoming year will  
 11 still be limited to 41 commercial carriers and 25  
 12 commuter carriers, although we only had 3 commuter  
 13 carriers flying.  
 14 So that pretty much is the history of how we  
 15 got to where we are.  
 16 (Microphone handed to Ms. Brady.)  
 17 MS. BRADY: Hi. I'm Kathleen Brady. And I just  
 18 wanted to let you know I'm going to give a presentation  
 19 on what the process is and what the project is what and  
 20 what we anticipate we're going to address in the  
 21 environmental impact report.  
 22 And before I do that, I'd like to make  
 23 several announcements. One is that there are several  
 24 chairs up here. So people can come on in and sit down,  
 25 or there are additional chairs in the back. Also, I

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1 would like to introduce Councilman Carroll who is here  
 2 today.  
 3 COUNCILMAN CARROLL: Good morning.  
 4 MS. BRADY: And then also, as fate would have it,  
 5 there's a problem with your handout after 500 copies of  
 6 it have been made. The bottom of the third — no, the  
 7 second page — or third side here, there's a colon and  
 8 the bullet items were put in the wrong place. And I'm  
 9 very sorry about that. They have been corrected for  
 10 Thursday. And so the information is all here, but there  
 11 was that glitch.  
 12 So with that — as has been indicated, we're  
 13 here as a scoping meeting for the environment impact  
 14 report, or in shorthand EIR. And the focus of the  
 15 project is the Long Beach Airport terminal area. And  
 16 the EIR is being prepared pursuant to the California  
 17 Environmental Quality Act or CEQA. And CEQA requires  
 18 scoping meetings for public agencies. Generally, they  
 19 are not required by the law or with the public, it's for  
 20 the agencies.  
 21 The City has decided, because of the  
 22 community's concerns and interest in this project, to  
 23 have the public scoping meetings and to solicit input  
 24 from the public. And as marked so clearly in the  
 25 handouts, we are just basically taking input at this

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1 point as to what the project — or what the EIR should  
 2 be. This is not really the time for the merits of the  
 3 project. There will be plenty of opportunity for that  
 4 in front of City Council. And there's —  
 5 UNIDENTIFIED SPEAKER: Excuse me. I have a  
 6 question. Is it not true that if we do not speak up at  
 7 these scoping sessions that it will not be included into  
 8 the administrative record so if there is litigation, our  
 9 complaints cannot be heard unless they've been voiced  
 10 here?  
 11 MS. BRADY: Actually, no. That's more at the  
 12 hearings on the EIR, once the draft EIR is out.  
 13 So that — and I'm going to go through some  
 14 of the steps, but that is true for once the draft EIR is  
 15 out, of making comments on the document, but not at the  
 16 scoping meetings.  
 17 UNIDENTIFIED SPEAKER: Yeah. Well, I think — I  
 18 would suggest that everybody be very sure that they put  
 19 their comments in writing and submit them before October  
 20 the 22nd, so that if, in fact, you may be inaccurate  
 21 about that, because I was advised by the attorney that  
 22 it must be done during the scoping meetings, that your  
 23 comments will be added to the record. Thank you.  
 24 MS. BRADY: The — there will be plenty of  
 25 opportunity to — we do have a court reporter trying to

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1 take — make a transcript of this. So we would like to  
 2 limit the number of questions so that she can do her job  
 3 effectively.  
 4 (Unintelligible comments from the  
 5 audience.)  
 6 MS. BRADY: Well, she needs to be able to take the  
 7 comments.  
 8 As well as this meeting, there will be a  
 9 meeting on the 16th, next Thursday. And that one will  
 10 be — there will be an opportunity to be making comments  
 11 in the public forum. You're going to have plenty of  
 12 opportunity to make comments and ask questions today of  
 13 the various experts.  
 14 As was pointed out, we do have the people  
 15 here who can answer some of your comments. We have  
 16 specialists here for traffic, air quality, noise and,  
 17 also, on the general process. We do want your comments  
 18 by the 23rd. We would like the input.  
 19 You know what, can we hold off on the  
 20 comments, please.  
 21 UNIDENTIFIED SPEAKER: Well, with regard to your  
 22 experts, can we have a health expert here, as well?  
 23 MS. BRADY: That's the sort of comment we would  
 24 like to have put in. The sort of issues you feel that  
 25 you want made — the EIR to address that are applicable

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1 to the project.  
2 The initial study that's been done that's  
3 part of the Notice of Preparation, which is on the  
4 county's website. And that – it's written on the  
5 handout, but just – it's also www.LongBeach, all as one  
6 word, dot gov back slash plan. And for those without a  
7 computer, I do have a limited number of copies available  
8 today.  
9 Based on the Initial Study, the following  
10 issues have been identified for evaluation: Aesthetics,  
11 Air Quality, Biological Resources, Cultural Resources,  
12 Geology and Soils, hazardous – Hazards and Hazardous  
13 Materials, Land Use and Planning, Noise, Public Services  
14 and Transportation. And the full extent of what – how  
15 those are going to be addressed, I'll touch on later in  
16 this presentation. They are also in the Notice of  
17 Preparation.  
18 As has been mentioned, we have the three  
19 ways for providing comments. And all of them have equal  
20 weight. Either comment cards today, providing –  
21 actually, I guess, it's four ways. The written comment,  
22 which includes the comment cards today or things that  
23 are mailed in, and the emphasis is on the postcards. As  
24 well as providing testimony to the court reporter here  
25 today or for sending comments in on email.

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1 And I will just clarify one point. For  
2 comments that are sent in by email, they are being  
3 limited to 500 words and without attachments. A lot of  
4 the safety precautions. For your safety and the city's,  
5 a lot of time attachments don't open. So if you have a  
6 lot to say or things that you want to attach, it's  
7 recommended that you mail it in.  
8 And the cut-off period for the public input  
9 is October 23rd, and that's input on the scoping. There  
10 will be other opportunities to make comments during the  
11 process. And some of those are based on all the input  
12 that we receive through the scoping meetings. We're  
13 going to be putting together all those comments and  
14 sending it to the City Council to receive on  
15 December 2nd. And any recommendations to the change in  
16 our scope of work or what we need to research will be  
17 following at that time.  
18 UNIDENTIFIED SPEAKER: Excuse me. When I read the  
19 NOP, it alluded to the fact that this was about only  
20 addressing the – of what was going to happen through  
21 those buildings. Is that accurate?  
22 MS. BRADY: I'm not sure exactly what you're  
23 saying. I am going to get into the project description,  
24 yes. We are evaluating improvements to the terminal  
25 area itself. Then we'll be looking at the improvements

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1 to, basically, five basic areas. They are written up  
2 there. It's the holdroom, security screening area and  
3 baggage claim, that is one; office space for security,  
4 airport and airline support staff; parking structures  
5 and parking lots. Traffic and pedestrian circulation  
6 improvements –  
7 UNIDENTIFIED SPEAKER: Your note person cannot  
8 hear you.  
9 MS. BRADY: Oh, I'm sorry. Is that better? I'm  
10 sorry, is that better?  
11 (Adjustments in the microphone were  
12 made.)  
13 MS. BRADY: In the first category, the Holdroom,  
14 Security and Screening Area and Baggage Claim Area,  
15 there are five different areas of improvements that are  
16 being proposed.  
17 The first is that the temporary holdrooms  
18 will be replaced with a permanent structure and/or  
19 structures totaling about 20,000-square feet. This is  
20 in the handouts. Don't feel like you need to take a lot  
21 of notes.  
22 And that within the square footage, there  
23 would be the restrooms, seating area, boarding check in  
24 areas, and then just required aisles needed for general  
25 circulation. And at this point, the city is working to

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1 determine how best to configure that 20,000 square feet.  
2 It could potentially be split into two areas for a north  
3 holdroom and a south holdroom. And some of that will  
4 be – those details will be worked out in the EIR – or  
5 through the EIR.  
6 The second is that the existing security  
7 screening for both passengers and baggage would be  
8 designed to meet the requirements of the Transportation  
9 Security Administration, or TSA. Which, as I'm sure  
10 most people know, is the federal agency that's  
11 responsible for the security of screening – of  
12 package – or baggage and passengers.  
13 And in order to serve the minimum number of  
14 flights, the 41 flights, TSA has requested that there be  
15 an enclosed building so that they have – so that as  
16 they bring in the new equipment, it's protected from the  
17 elements. And that would be about 6,000 square feet for  
18 the passengers screening. And the baggage screening is  
19 estimated between 7 and 10,000 feet. And the exact  
20 location of this has not been identified. At this point  
21 the airport is still working with TSA to firm up what  
22 their requirements are.  
23 The third area is to have an exposed –  
24 expanded concession area. And this would be in  
25 conjunction with the holdrooms. And it's expected that

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1 there would be a total of about 8,000-square feet for  
2 the expanded concessions.  
3 For the baggage claim area, they're  
4 proposing to have three new baggage carousels; and that  
5 would provide about 380 linear feet of passengers  
6 retrieval – on the passenger retrieval side. Where  
7 people would go pick up their bags. There would be a  
8 new structure with that that would have about 825 square  
9 feet for a baggage service office, 850 square feet for  
10 restrooms and 300 square feet for a multi-purpose room.  
11 Also, associated with this area would be an  
12 increase of the number of gate positions where people  
13 would board the aircraft. And it would go from eight  
14 positions to ten positions. And the precise number and  
15 configuration will also be refined through the EIR  
16 process.  
17 The second area of the project description  
18 was the Office Space for Security Airport and Airline  
19 Support Staff. And they are proposing to have  
20 approximately 20,000 square feet of office space. And  
21 this would be constructed as a second floor over the new  
22 holdroom areas. And the exact configuration and how  
23 that would work would be determined through  
24 negotiations.  
25 At this point, there's been a request for

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1 30,000 square feet for TSA, 10,000 for the Airlines and  
2 10,000 for Airport Administration. So they are going to  
3 need to review those numbers and figure out the best  
4 allocation based on the limited area that's available.  
5 The parking structures and parking lots. At  
6 this point, there is temporary offsite parking that has  
7 been leased from Boeing, as well as Veteran's Stadium.  
8 And the proposal is to put this all on site and to have  
9 it in place by the time those leases end.  
10 And the new parking structure is designed  
11 for 4,000 parking spaces. And would be constructed east  
12 of the existing parking structure and – where there's  
13 currently surface parking. And the structure location  
14 would require the relocation of the east side of  
15 Donald Douglas Drive loop. And with the construction of  
16 the parking spaces, there would no longer be the need  
17 for the spaces.  
18 And approximately 1,000 parking spaces would  
19 be offset by the new structure. And currently, the  
20 airport provides 4700 parking spaces between the  
21 existing surface parking and leases. And this would  
22 provide a total of about 4800 for – from – assuming  
23 all the parking that's available at the airport.  
24 For the traffic and pedestrian circulation  
25 group, that's – they are proposing the extension on the

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1 south side of Donald Douglas Drive to exit onto Lakewood  
2 Boulevard and to have modifications for signage,  
3 lighting, pavement marking. Just, basically, to ensure  
4 that there is the best efficiency and safety for the  
5 areas from the parking structure to the terminal areas,  
6 and have covered canopies and such like that.  
7 For the air carrier ramp parking, that would  
8 also be extended so that there would be an ability to  
9 accommodate an additional six aircraft in parking. And  
10 this would result in some take back of property that's  
11 currently leased to Million Air and Gulfstream. And  
12 that the uses that are displaced would be relocated on  
13 the airport.  
14 UNIDENTIFIED SPEAKER: Where is that area, again?  
15 Say that one more time.  
16 MS. BRADY: Christine, could you possibly point  
17 out where that is?  
18 MS. EDWARDS: Are you talking about the air  
19 carrier parking?  
20 MS. BRADY: The air carrier parking and also the  
21 Million Air.  
22 MS. EDWARDS: Looking at this map, if this is the  
23 south end and up here is the north end, we're looking at  
24 adding –  
25 UNIDENTIFIED SPEAKER: Can't hear you.

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1 MS. EDWARDS: I'm sorry.  
2 We'll be adding –  
3 UNIDENTIFIED SPEAKER: Move towards the middle or  
4 use the microphone.  
5 MS. EDWARDS: Sure.  
6 MS. BRADY: Here, I'll hold the mic.  
7 MS. EDWARDS: Okay.  
8 Right now the existing air carrier ramp ends  
9 here at the south end of the ramp and at the north end,  
10 our boundary is right here (indicating). We're looking,  
11 potentially, at adding parking positions down here  
12 (indicating), south of parking Position 1 and also  
13 possibly adding spaces up in here (indicating).  
14 At this point, we've not made a decision.  
15 Part of the EIR process will be to determine whether we  
16 need both of these areas, a portion of each, or perhaps  
17 just one of them.  
18 UNIDENTIFIED SPEAKER: Is that parking for  
19 airplanes or is that for cars?  
20 MS. EDWARDS: For airplanes. It would be for  
21 airplanes only and it would be the air carrier/passenger  
22 airplanes.  
23 UNIDENTIFIED SPEAKER: Thank you.  
24 UNIDENTIFIED SPEAKER: Excuse me. I'm just  
25 curious. I just want to make sure I understand the



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1 total amount of parking.  
2 MS. EDWARDS: For aircraft or for cars?  
3 UNIDENTIFIED SPEAKER: For cars. And for  
4 aircraft, I'll go back.  
5 The existing parking structure is going to  
6 stay there and it's going to be improved?  
7 MS. EDWARDS: Yes. They are going to do  
8 improvements. They are also going to build a new  
9 structure.  
10 UNIDENTIFIED SPEAKER: So how much total parking  
11 would that be? Because right now --  
12 MS. EDWARDS: 4800 spaces would be able.  
13 UNIDENTIFIED SPEAKER: Total or in addition to  
14 what's there right now?  
15 MS. EDWARDS: Total is my impression.  
16 UNIDENTIFIED SPEAKER: Right now we have how much?  
17 MS. EDWARDS: Let me find that area. Excuse me.  
18 MS. BRADY: It says 49.  
19 The new parking structure would have about  
20 4,000 spaces. Currently, between the leases and the  
21 existing parking, there's 4700 parking spaces between  
22 the existing structure, the surface parking and leases  
23 offsite. And that would -- with the proposed  
24 improvements, it would be approximately 4800 spaces that  
25 would be provided on site.

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1 MS. EDWARDS: And that the leases would be no  
2 longer needed.  
3 (Unintelligible question from the  
4 audience.)  
5 MS. BRADY: 4,000 spaces would be available.  
6 UNIDENTIFIED SPEAKER: The original, the one  
7 that's right there.  
8 MS. BRADY: I don't, at this time, no.  
9 UNIDENTIFIED SPEAKER: I'm still confused. How  
10 many parking spaces are in the building that is there  
11 right now that you're going to do the improvements to?  
12 MS. BRADY: At this time I'm saying I don't know  
13 how many are in the existing parking space. I know how  
14 many total spaces you have between the structure, the  
15 surface lots and the leases. I don't have them broken  
16 them down. I'm sorry. The EIR will.  
17 UNIDENTIFIED SPEAKER: So what you're saying is  
18 right now you have a parking structure that you're going  
19 to do some improvements to, you've got some offsite  
20 parking and some surface parking. And the total of that  
21 is 4700. But when you build the new parking structure  
22 that has 4,000 spaces, are you saying that this offsite  
23 and surface parking will be taken out and that the  
24 parking will go to that --  
25 MS. BRADY: The offsite surface parking will be

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1 taken out because the structure will be built there.  
2 UNIDENTIFIED SPEAKER: The surface and offsite  
3 parking will be taken out?  
4 MS. BRADY: And the offsite will go.  
5 UNIDENTIFIED SPEAKER: So how much total is the  
6 surface and offsite parking?  
7 MS. BRADY: As I said, I don't have it broken  
8 down. I have a total number of spaces.  
9 UNIDENTIFIED SPEAKER: You guys should have that  
10 broken down.  
11 MS. BRADY: Yes. The EIR will definitely will  
12 have that broken down.  
13 UNIDENTIFIED SPEAKER: And the other thing is  
14 everybody should have a notice of preparation in your  
15 hand to follow over the presentation because it has a  
16 map in it with more detail. And it's kind of hard to  
17 follow with just the worksheet that you guys gave us. I  
18 got this off the Internet (indicating), but if she has  
19 copies, I would ask her to give you one.  
20 MS. BRADY: Let's see, just finished the -- okay.  
21 That is an overview of what the project is.  
22 And that at this time, as was I identified earlier, the  
23 project does not propose any increase in the number of  
24 flights, changes to the operations or changes to the  
25 aircraft being used or the number of passenger that may

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1 be served.  
2 So the project would not also alter or  
3 propose any alterations to the adopted noise control  
4 ordinance; that the key objective of the project is to  
5 provide airport terminal facilities to serve the  
6 permitted number of flights that are currently approved  
7 at Long Beach airport and the passengers that are  
8 serving those; and also to be in full compliance with  
9 the fire, building and safety codes, as well as other  
10 applicable standards.  
11 So at this -- with that, the city has also  
12 identified the desire to maintain the current character  
13 of the airport, as well. And we'll get to an  
14 opportunity where you can ask people questions.  
15 Earlier I also mentioned the topical areas  
16 that would be evaluated in the EIR, and I'm just going  
17 to briefly go through those. And then we do have people  
18 here to address traffic, air, noise. And then I'll be  
19 there to address some of the other subjects in just kind  
20 of a general process.  
21 For the aesthetics that the existing  
22 terminal has been identified as a Long Beach Cultural  
23 Heritage Landmark. And that we'll be addressing what  
24 the improvements would do to the -- there's no -- not  
25 going to be any direct impact to the terminal, but what

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1 the changes would do to the character of the building.  
2 And since there's the -- all of the improvements would  
3 be in the terminal area and would not be offsite and  
4 would not really be visible from sensitive views, the  
5 visual analysis will be focussed on within the airport.  
6 The terminal construction and such is a little over  
7 3,000 square feet -- or 3,000 feet from the closest  
8 residential area and there's intervening uses. So it's  
9 really not that visible to offsite uses.  
10 For the air quality, the EIR will determine  
11 the existence of ambient air quality in the vicinity of  
12 the airport. There will be an evaluation that will  
13 quantify existing emissions at the airport and compare  
14 the emissions with emissions from other pollutant  
15 sources in the vicinity. And also predict future  
16 emissions.  
17 The analysis will predict the changes in the  
18 ambient air quality of both -- from the project and it  
19 will be focussed basically on the motor vehicles, since  
20 we're not changing the number of aircraft. And we'll  
21 look at the and assess the air quality impacts both  
22 regionally and in the vicinity of the airport. And then  
23 evaluate that consistency with the applicable air  
24 quality plans and policies. And if necessary,  
25 mitigation measures will be developed.

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1 For biological resources the area is pretty  
2 paved over. There's not a lot of natural resources  
3 right near the terminal area. We will give it over to  
4 cultural resources on the airport and any potential  
5 impact that will be on sensitive habitat or on sensitive  
6 species.  
7 For the Cultural Resources, as we indicated  
8 before, that the terminal is a landmark, historical  
9 landmark. And so that will address the indirect impacts  
10 that could occur on the historical attributes of the  
11 building.  
12 For geology and soils, once again, we're not  
13 expecting any significant any impacts because the area  
14 is flat. We are not going to have landslide issues and  
15 such. But we will look at things such as soil types and  
16 such to determine if there would be any constraints in  
17 the location or the area where the construction is  
18 proposed.  
19 For hazards and hazardous materials --  
20 UNIDENTIFIED SPEAKER: Excuse me. How are you  
21 going to address Methane?  
22 MS. BRADY: Well, that's under hazards and  
23 hazardous materials.  
24 UNIDENTIFIED SPEAKER: Yeah. It says you're going  
25 to use existing data.

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1 MS. BRADY: Yes. My understanding --  
2 UNIDENTIFIED SPEAKER: You're not going to do any  
3 new investigation?  
4 MS. BRADY: No, we will not.  
5 UNIDENTIFIED SPEAKER: Okay. I would like to  
6 suggest that you do that because I understand that  
7 directly across the street, uphill from the airport,  
8 they have a very serious problem. So I'd like to add  
9 that.  
10 MS. BRADY: Okay. I would appreciate if you write  
11 your comment down because we -- if they are just verbal,  
12 they are not getting into the public record. So we  
13 really would appreciate that you send the comment in in  
14 writing.  
15 UNIDENTIFIED SPEAKER: It will all be in writing.  
16 MS. BRADY: Fantastic. Thank you.  
17 For the -- we will be doing a record search  
18 that would identify any past spills, leaking tanks or  
19 other potential safety risks. And that's done within a  
20 radius of the facility and doing a Phase 1 preliminary  
21 site investigation on that -- or assessment. And then  
22 we would be incorporating existing information on  
23 methane gas and subsoils material into the EIR.  
24 For land use or planning, we will be looking  
25 at the existing land use and surrounding areas. We will

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1 evaluate the consistency of the project with the  
2 applicable policies from the Long Beach General Plan,  
3 from the zoning designation and from regional planning  
4 documents, such as from SCAF, Southern California  
5 Association of Governments. That the project would not  
6 have a direct impact on offsite used because we're not  
7 changing flights, we're not changing the noise contours.  
8 But -- so we'll be focussing on the land use policies  
9 within the -- for the airport area.  
10 For noise, there is a board that outlines  
11 these elements and the experts can go into more detail  
12 with you. But we're going to be doing a -- have a 2003  
13 Noise Measurement Data and then plot the Community Noise  
14 Equivalency Level, or CNEL, Noise Contours. And they  
15 will plot the -- have representative with the 85 dBA  
16 Single Event Noise Equivalency, or SENEL, levels; and  
17 they will quantify the existing operations at the  
18 airport and compare those operations with the various  
19 scenarios. And we will get into the alternatives that  
20 we are going to be looking at in just a few moments.  
21 And then there will be also a discussion as  
22 to why the noise contours would not change because they  
23 are going to be implemented within the existing  
24 regulations.  
25 UNIDENTIFIED SPEAKER: Can I ask a question on

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1 that? Will you be looking at any increases above 41?  
2 Because if we build the terminal larger, we are inviting  
3 more than 41 flights in. So will you be looking at the  
4 potential for more lights and what those – how those  
5 could –  
6 MS. BRADY: We wouldn't be proposing any changes  
7 to the noise ordinance. And we –  
8 UNIDENTIFIED SPEAKER: But that's not the issue.  
9 The issue is if you build a larger terminal, you're  
10 inviting more flights. You're inviting the FAA to come  
11 in and remove our local control is the issue.  
12 MS. BRADY: We will look at –  
13 UNIDENTIFIED SPEAKER: A larger terminal equals  
14 more flights, equals more noise. Will you be looking at  
15 that?  
16 MR. CHRISTOFFELS: I think that's a valid comment.  
17 You need to put that in writing for us and we'll respond  
18 to it.  
19 (Unintelligible comments from the  
20 audience.)  
21 MR. CHRISTOFFELS: Let her finish her  
22 presentation.  
23 MS. BRADY: This is, as I say, just scoping. We  
24 just trying to get the input. These are very good  
25 comments to identify all of these things we need to do.

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1 UNIDENTIFIED SPEAKER: All these comments that  
2 people will be writing down, will this be available for  
3 the rest of us to read?  
4 MS. BRADY: Yes, it will.  
5 UNIDENTIFIED SPEAKER: I just want to say: I have  
6 never been to a public meeting where you don't want  
7 people to make public comments. People cannot  
8 understand what's going on if they are not allowed to  
9 ask questions. I understand the importance of putting  
10 it in writing –  
11 (Remark is inaudible because of  
12 applause from the audience.)  
13 UNIDENTIFIED SPEAKER: – for you to come here and  
14 do a scoping session, and then say, "I'm sorry. We're  
15 not going to take your questions. Just write it down."  
16 MS. BRADY: Well –  
17 UNIDENTIFIED SPEAKER: I think you can do both. I  
18 think would should agree to do both.  
19 MS. BRADY: Yes. And as I said, the one on  
20 Thursday, you will have an opportunity to also to  
21 voice –  
22 UNIDENTIFIED SPEAKER: I don't want to come twice.  
23 I want to.  
24 (Unintelligible comments from the  
25 audience.)

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1 MS. EBERHARD: Fine. And all the comments – as I  
2 said, we're having a transcript of this meeting  
3 prepared. All the written comments, the email comments  
4 and the transcript of this meeting will all be placed on  
5 the city's website. The comment period closes October  
6 23rd. And then two weeks after that, we'll coordinate  
7 on the timing for having the transcripts available.  
8 UNIDENTIFIED SPEAKER: Does that mean that you're  
9 going to post that you're having these meetings on your  
10 website, as well? Because it's not currently there.  
11 MS. EBERHARD: There's part of the NOP – within  
12 the NOP –  
13 UNIDENTIFIED SPEAKER: I'd like to ask  
14 Mr. Christoffels: Mr. Christoffels, why did you not  
15 notice this in the paper? Why did you not send a  
16 community notice so that we – look what we have here, a  
17 hundred people that had to find it through our fliers.  
18 Why did you not notice the community about something so  
19 serious? I'd like an answer to that.  
20 MR. CHRISTOFFELS: I will be more than happy to  
21 speak with you later about that.  
22 (Unintelligible comments from the  
23 audience.)  
24 UNIDENTIFIED SPEAKER: Now.  
25 UNIDENTIFIED SPEAKER: Oh, come on.

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1 MR. CHRISTOFFELS: Okay. Let's keep this  
2 professional. Let her finish her presentation.  
3 MS. BRADY: Okay. I'm almost done.  
4 On the public services we're going to look  
5 at potential impact to emergency response times to  
6 police and fire and on transportation we're going to  
7 look at –  
8 UNIDENTIFIED SPEAKER: You know what? This is not  
9 a scoping session. A scoping session is where the  
10 public gets to make oral comments. I'm leaving.  
11 UNIDENTIFIED SPEAKER: Let's go.  
12 UNIDENTIFIED SPEAKER: I recomemd all of you  
13 leave.  
14 UNIDENTIFIED SPEAKER: Come on, let's go.  
15 MS. BRADY: So the alternatives that we will have  
16 to look at in the year 2005 –  
17 UNIDENTIFIED SPEAKER: Excuse me. Please, you  
18 don't have to leave. Let us listen to them and then  
19 contribute our own suggestions.  
20 UNIDENTIFIED SPEAKER: Thank you.  
21 UNIDENTIFIED SPEAKER: You don't have to –  
22 (Remark is cut off by applause from  
23 the audience.)  
24 UNIDENTIFIED SPEAKER: – but once you move out,  
25 you've defeated the purpose for it. We have to tell

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1 them that enough is enough and we're not going to take  
2 it. We need stadiums. We need playgrounds. We need  
3 soccer stadium, basketball stadium. This is what we  
4 need here. We don't need all this bullshit.

5 MS. BRADY: Okay. You know what? I really would  
6 like to just finish this up and then give people an  
7 opportunity to talk.

8 UNIDENTIFIED SPEAKER: All the frustration that  
9 you're hearing here is because we've been listening for  
10 years and years and years. It's time that somebody  
11 stand up and represent the community that are airport  
12 impacted. This is very dangerous stuff we're talking  
13 about. We're going to kill our kids. Thank you very  
14 much.

15 UNIDENTIFIED SPEAKER: My son is now admitted in  
16 the hospital because of the noise of the aircraft. He's  
17 in the hospital.

18 UNIDENTIFIED SPEAKER: We're tired of hearing  
19 all -

20 (Speaker interrupted by unintelligible  
21 comments from the audience.)

22 UNIDENTIFIED SPEAKER: - and everything else.  
23 Come on.

24 MS. EBERHARD: Time out for a second. The reason  
25 it was arranged in this format was so that you could

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1 noticed correctly -

2 MS. EBERHARD: Originally, it was - it is  
3 Thursday. Thursday is going to be where you can have an  
4 open forum with the questions. It's the same process.  
5 It's the same information.

6 UNIDENTIFIED SPEAKER: Are you going to have more  
7 answer than you do now?

8 MS. EBERHARD: No. Because it's -

9 UNIDENTIFIED SPEAKER: What's the difference?

10 MS. EBERHARD: It's really comments. See, you can  
11 ask the question, but it's really your comments. If you  
12 all are familiar with what the NOP says, as some of you  
13 have said, then you can make your comments.

14 The purpose of today was to try and give you  
15 some information that then you could comment on. When  
16 you say, "questions," that alludes to the fact that

17 there are answers. And what I'm trying to tell you is  
18 that the consulting team and the city don't have answers  
19 for you right now. Because as Mark said, it's like the  
20 assignment has been given out of the term paper, but the  
21 subject - it hasn't been delved into.

22 In December at the City Council meeting

23 there will be more information. And as the process goes  
24 on into next summer, there will be much more  
25 information. But right now they are just scoping out

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1 learn what's being proposed.

2 UNIDENTIFIED SPEAKER: We already know that.

3 MS. EBERHARD: If you - everyone knows that, then  
4 we can complete it and move on. If you want to ask  
5 questions, that's fine. If that's the consensus of the  
6 group, fine. That was the format for Thursday night any  
7 way. I think there's an opportunity to hear your  
8 comments.

9 I think the concern is because they are at a  
10 starting point, they don't have a lot of answers. They  
11 are, basically, taking your comments and - in writing  
12 and with court reporter was the way to get it officially  
13 on the record. But if you want to ask a question -  
14 again, they may not have the answers because, as they  
15 said, this is the very beginning of the scope. But we  
16 can change it. We'll take your questions.

17 It's just not that, you know, if you want  
18 everyone to hear it. But if we can just - I think  
19 she's got a minute or two left here so that we can make  
20 sure that everyone is informed on what the project is.

21 UNIDENTIFIED SPEAKER: Are you going to properly  
22 notice it to the public?

23 UNIDENTIFIED SPEAKER: Yeah. My understanding was  
24 this meeting and Thursday were the same thing. Now, I'm  
25 beginning to get an idea that it's not. This was not

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1 what the project is going to look like.

2 So I think they are having to take  
3 questions, and some they might be able to answer in  
4 terms of process. But in terms of what the EIR looks  
5 like, they can't really handle at this point.

6 If you would hold your question for just a  
7 minute -

8 UNIDENTIFIED SPEAKER: I think you guys should  
9 make a concession to let people ask questions. Because  
10 I've never heard of a term paper where you were given an  
11 assignment and you can't ask a question about it.

12 MS. EBERHARD: And that's fine.

13 UNIDENTIFIED SPEAKER: And I think that you guys  
14 aren't out anything. You're not out any loss, so then  
15 you can stop all that and you can go on.

16 MS. EBERHARD: If there's agreement that you don't  
17 want Kathleen to finish so that you understand the rest  
18 of the project, you know, that's fine with me.

19 UNIDENTIFIED SPEAKER: If you come to a meeting  
20 and you don't know how many existing parking spaces  
21 there are, and you can't give us any information, I'm  
22 mad.

23 MS. EBERHARD: I understand.

24 UNIDENTIFIED SPEAKER: Why did you come here if  
25 you don't have all the information? That's crazy.

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1 MS. EBERHARD: We'll have more of that  
2 information. Let me – the one point – let me just go  
3 through to kind of let you know what are our schedule  
4 is.  
5 We'll be going back to the City Council with  
6 any recommendations as to change of scope. We will have  
7 a draft environmental impact report available in the  
8 summer. That's when we are going to have to have done  
9 all of our data collection. That's when we will have  
10 written it up and provided it to the public for a 45-day  
11 review period. That's when written comments on the  
12 actual content of the document should be submitted.  
13 All the comments that are submitted as part  
14 of that process, the commenting on the EIR, will be  
15 responded to in writing. Then it will go through a  
16 hearing process with the Planning Commission taking  
17 action on the Environmental Impact Report and the City  
18 Council taking action on the project. And that's  
19 expected to be in January of 2005.  
20 UNIDENTIFIED SPEAKER: How much does the EIR cost?  
21 What is this process going to cost us?  
22 UNIDENTIFIED SPEAKER: We were told it was about  
23 \$500,000.  
24 MS. BRADY: Our scope of work at this point is for  
25 \$364,000.

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1 UNIDENTIFIED SPEAKER: Oh, my God.  
2 (Unintelligible comments from the  
3 audience.)  
4 MS. BRADY: I haven't – no. We just kicked off.  
5 This is one of our first steps.  
6 UNIDENTIFIED SPEAKER: Bad step.  
7 MS. BRADY: Well, then, you know, there are other  
8 alternatives not to have an EIR. So what we're trying  
9 to do is get all the information together.  
10 (Unintelligible comments from the  
11 audience.)  
12 UNIDENTIFIED SPEAKER: You don't want to hear any  
13 questions from us. We're all just wasting our time.  
14 UNIDENTIFIED SPEAKER: You know what? I'm sitting  
15 back here and I feel so patronized right now. I  
16 appreciate what you're trying to do.  
17 MS. BRADY: I'm very sorry.  
18 UNIDENTIFIED SPEAKER: But we've been – you know,  
19 I got this almost a year ago. And we talked about this  
20 EIR and now we don't want an EIR and now we're going to  
21 do this with the EIR. And we're here. We've been  
22 asking questions. Gosh, some have been asking these  
23 questions for a year. So it's not like a lot of these  
24 questions or a big surprises.  
25 So to not have that information is

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1 appalling. These people all took off time from their  
2 families and their days off to be here and to find out  
3 that we're not – that we're going to have to come back  
4 on Thursday –  
5 MS. BRADY: Well, there won't be answers on  
6 Thursday. Both of these meetings are scoping meetings  
7 to get your input.  
8 UNIDENTIFIED SPEAKER: But you know what? We've  
9 been asking for a year for that. You guys already have  
10 a lot of the questions. You already know a lot of the  
11 information. As I said, it's been in the papers. There  
12 have been fliers. There have been meetings. You've had  
13 millions of questions from Hush 2.  
14 UNIDENTIFIED SPEAKER: We want answers. We don't  
15 want any more, "We're going to mush it around this way  
16 and we're going to mush it around that way. And then  
17 we'll come back out." And God knows if we this goes to  
18 City Council, half the time we're going to get shut down  
19 or get three minutes to talk.  
20 (Unintelligible comments from the  
21 audience.)  
22 UNIDENTIFIED SPEAKER: I have two questions that  
23 you really should have answers to. And the first is  
24 what is the geographic area that will be covered by the  
25 EIR? Just the airport area or will the EIR also study

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1 neighborhoods?  
2 UNIDENTIFIED SPEAKER: Can I make one other  
3 comment?  
4 MR. CHRISTOFFELS: One question as a time, please.  
5 First of all, you've asked a lot of  
6 questions. City staff and elected officials are well  
7 aware of it. We also will be up front with you; we  
8 don't have those answers yet. They are very complicated  
9 questions. You've asked questions about health. You've  
10 asked questions about air quality.  
11 What we're hearing today is those are the  
12 items that are of concern to the community and that's  
13 what you want this Environmental Impact Report to look  
14 at. That's what we needed to hear today. Okay. We're  
15 going to focus our efforts into those areas.  
16 The purpose of today was to know what you  
17 want us specifically to look at. Yes, we've heard it  
18 before, but we're obligated to go out to the community  
19 and ask them again. And that's what we're here to do  
20 today.  
21 With respect to the other questions, the  
22 details about how big is the area that's going to be  
23 looked at; how many parking spaces are being created and  
24 currently exist; that's part of the research that we're  
25 going to be doing and providing to you.

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1 UNIDENTIFIED SPEAKER: Should I go up there with  
2 my kids and count the spaces myself? Because it's been  
3 there a long time.

4 MR. CHRISTOFFELS: You're welcome to. We  
5 appreciate the information if you want to do that.

6 (Unintelligible comments from the  
7 audience.)

8 MR. CHRISTOFFELS: Hold on. Hold on. You guys  
9 have jumped ahead. We haven't done the research yet. I  
10 apologize for that if you came here expecting that we  
11 have all of it done and you were expecting that we were  
12 going to tell you what the air impacts were going to be  
13 and the other environmental impacts. We haven't done  
14 that yet.

15 UNIDENTIFIED SPEAKER: Okay, yeah. But see,  
16 something like parking spaces – now, in order to say to  
17 yourself, we need additional parking spaces you would  
18 have to know the fundamental of, how many do we already  
19 have?

20 So these answers here, "We don't know,"  
21 leads to a feeling of distrust and that's what's going  
22 on here. People are becoming very suspicious.

23 ATTORNEY 1: Okay. And to be honest with you, I  
24 have – yes. I have that information in my office,  
25 before you we didn't come here to tell you the

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1 specifics. We came here to hear what you wanted the EIR  
2 to look at.

3 What I'm hearing from you is: We don't want  
4 any more parking places.

5 (Unintelligible comments from the  
6 audience.)

7 MR. CHRISTOFFELS: Please one at a time.

8 UNIDENTIFIED SPEAKER: I've got one question for  
9 you. I mean, this is all about a public hearing and  
10 getting our voice on the record. I see a sign over here  
11 that says, "Court Reporter." She's in the back of the  
12 room. Every place I've ever seen a court reporter, they  
13 are in the front of the room. She's been sitting back  
14 here saying, "I can't hear. I can't hear." And I'd  
15 like to make sure we get that on the record.

16 MS. EBERHARD: Originally, we put her back there  
17 so that she could have a quiet area because we thought  
18 that we were going to – but, obviously –

19 UNIDENTIFIED SPEAKER: So I'm going to ask the  
20 question to Mr. Christoffels again.  
21 Why would you not agree to do this in the  
22 format that the public is used to being attending to?  
23 Why did you do this, divide and conquer the community?  
24 Why did you not advertise this meeting to the community?  
25 (Applause from the audience.)

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1 MR. CHRISTOFFELS: Two questions. First of all,  
2 let's deal with the last one.

3 It's apparent to me that we did not  
4 advertise as well as we should and we'll acknowledge  
5 that.

6 UNIDENTIFIED SPEAKER: At all.

7 MR. CHRISTOFFELS: We did advertise. And we can  
8 go through the specifics of what we did, but we did  
9 advertise.

10 (Unintelligible comments from the  
11 audience.)

12 UNIDENTIFIED SPEAKER: Where?

13 UNIDENTIFIED SPEAKER: You sent it as a press  
14 release.

15 MR. CHRISTOFFELS: I can't answer a question if  
16 I'm being yelled at.

17 UNIDENTIFIED SPEAKER: You sent it as a press  
18 release. They are not required to print a press  
19 release. The only reason that The Signal printed it was  
20 because she knew how hard we have been working to fight  
21 this battle. She lost money because you didn't want to  
22 pay the money to put an add in her paper or the Press  
23 Telegram or the Grunion or the Beach Comber.

24 MR. CHRISTOFFELS: Okay. As I acknowledged, maybe  
25 we fell deficient on the advertising, but we'd like to

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1 work with you on the these other questions. That being  
2 said: Your other question, please repeat it.

3 UNIDENTIFIED SPEAKER: You said there's 41 flight  
4 cabinet –

5 MR. CHRISTOFFELS: Wait a second. Renee, do you  
6 remember? What was the first question?

7 UNIDENTIFIED SPEAKER: I'm too upset about the  
8 whole thing.

9 UNIDENTIFIED SPEAKER: You said there's 41 flight  
10 cabinet at the Long Beach airport presently; is that  
11 true?

12 MR. CHRISTOFFELS: Well, before we deal with  
13 that – just a second. If we have agreed that we're  
14 going to change the format, which apparently we have, I  
15 would like to invite the court reporter to come up to  
16 the front so that she can hear you and your responses.

17 (Applause from the audience.)

18 (Pause in the proceedings.)

19 MR. CHRISTOFFELS: As we do this in a more formal  
20 format, what we'd ask is that when you stand up, you  
21 need to give your name for the record and go ahead and  
22 either give your comment or your question. We'll reply,  
23 if we can. Please remember – yes. And the microphone  
24 cord should get you out towards the middle here, so we'd  
25 appreciate you using the microphone.

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1 Please remember that we haven't done -- and  
2 again, I apologize, if you came here thinking that we  
3 had done all the research. We don't have it. So if you  
4 ask a question and I don't know the answer, what that  
5 tells me is that you want to see that answer in the  
6 Environmental Impact report. Okay.  
7 So with that, we have our first question.  
8 Please come forward, use the microphone and we'll work  
9 from that.  
10 MS. EBERHARD: Because the court reporter needs --  
11 if you could come forward, I will try and meet you  
12 halfway. But you'll need to identify your name and your  
13 question.  
14 IDENTIFIED SPEAKER: Yeah. Joe Sopo (phonetic),  
15 3061 Armordale, 5th District. My Councilperson is not  
16 here today.  
17 What I'd like to know, Mark, is I know that  
18 Hush 2 Rae Gavilich (phonetic) has been emailing you for  
19 at least the last week expressing request that what we  
20 do is we do it the right way, and we do it together.  
21 And what we do is ask a question, get an  
22 answer or vice versa. Because there are people in here  
23 who know nothing except they don't like the planes going  
24 over the top of their houses. They don't know there's  
25 an end to it. All right? There's an end to that

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1 number.  
2 And right now a politician says there's 41  
3 flights, which is lying by omission. It's 66 flights in  
4 the noise pocket.  
5 Is that correct, Mark?  
6 Also, we want -- I went to a scoping meeting  
7 put on by Boeing and they did it the right way. They  
8 had it at Marshal Middle School. They gave a  
9 presentation. They asked us if we had any questions  
10 they answered the questions the best they could and then  
11 the court reporter took everything down.  
12 MR. CHRISTOFFELS: Okay. First question, on the  
13 format.  
14 Yes. I was aware of the communications that  
15 I received, obviously, they were emails directed to me  
16 about the format. What you're not aware of all are the  
17 correspondence I get in favor of this format. So, I'm  
18 in my office; I'm receiving -- actually, in this case,  
19 one individual, and granted, she made a strong argument,  
20 but one individual asking me to change the format. I  
21 had gotten several saying they liked it. They thought  
22 this was unique and offered a different type of  
23 opportunity. That's the feedback I had to work with.  
24 I also had the feedback from other agencies  
25 saying that they had gotten more comments in a forum set

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1 up like this than in a more traditional format, where  
2 individuals might be a little intimidated by coming up  
3 and grabbing a microphone and saying their peace.  
4 Again, I apologize, it wasn't done  
5 intentionally. We were working from the best  
6 information we had. Obviously, you don't like that  
7 format.  
8 With regards to the flights, there is, as  
9 indicated by Mike Mais, there's 41 allowable slots at  
10 the moment and 25 regional flights, the smaller jets.  
11 UNIDENTIFIED SPEAKER: How small? Like the size  
12 of WinAir (phonetic)? A regional jet is not a jet  
13 airplane, two-engine airplane.  
14 MS. EBERHARD: It's got to be one at a time for  
15 the court reporter.  
16 MR. CHRISTOFFELS: That question, in terms of  
17 what's considered one of those jets, is beyond my  
18 expertise. Mike Mais can answer that question for you.  
19 MR. MAIS: The answer to your question on the  
20 regional jets, no. They are not the same size as  
21 WinAir's planes. WinAir was a full size commercial  
22 operation.  
23 Under our ordinance, a computer jet is a jet  
24 that weighs less than 75,000 pounds. What that  
25 translates into people, which is really what your

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1 question is, it depends on how they configure the plane.  
2 But generally speaking, a computer plane will hold  
3 between 50 and 75 people. And so it's --  
4 UNIDENTIFIED SPEAKER: It's still noisy.  
5 UNIDENTIFIED SPEAKER: It's still a jet.  
6 UNIDENTIFIED SPEAKER: Isn't that a commercial  
7 plane then? Is it a personal plane?  
8 MR. MAIS: No --  
9 UNIDENTIFIED SPEAKER: It's still a commercial  
10 plane.  
11 MR. MAIS: It's a commercial plane.  
12 UNIDENTIFIED SPEAKER: So what's the difference?  
13 MR. MAIS: Well, the difference is --  
14 UNIDENTIFIED SPEAKER: The size?  
15 MR. MAIS: Well, the different is the size. And  
16 the size makes a difference on the noise. The lighter  
17 the plane, the quieter it is.  
18 (Unintelligible comments from the  
19 audience.)  
20 MS. EBERHARD: Comments spoken out like that will  
21 not be on the record. If you'd like that comment in the  
22 record, please hold you tongue.  
23 UNIDENTIFIED SPEAKER: Well, I can't stand up  
24 either, so remember I'm over here.  
25 MR. CHRISTOFFELS: I understand. Let me finish

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1 with the two in the line and then I'll bring the  
 2 microphone over to you. Okay?  
 3 IDENTIFIED SPEAKER: Thank you. Janet Richards  
 4 and I live in California Heights. And I have two  
 5 questions.  
 6 The first is about an inconsistency in your  
 7 handout. One section of the handout indicates that the  
 8 terminal improvement project is designed to address the  
 9 existing number of passengers, which is 3.4 million  
 10 according to your papers. Another section of the  
 11 handout indicates that the project is designed to  
 12 accommodate the full 41, plus 25, which you estimate at  
 13 3.8 million. Which is it?  
 14 MR. CHRISTOFFELS: I appreciate the clarification.  
 15 It is the 3.8 million.  
 16 IDENTIFIED SPEAKER: I have one other quick follow  
 17 up question.  
 18 MR. CHRISTOFFELS: Excuse me. Follow-up question.  
 19 IDENTIFIED SPEAKER: I understand you that you  
 20 haven't completed your scope of work. But the reality  
 21 is you've prepared a budget; you've prepared a number of  
 22 areas that you've considered studying, and I'd like to  
 23 know if you considered one other. There was a number of  
 24 references in your presentation to consideration of the  
 25 fact that the terminal is historic. And I'd like to

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1 know if you've also considered the fact that some of the  
 2 impacted neighborhoods are also historic?  
 3 (Applause from the audience.)  
 4 MR. CHRISTOFFELS: Well, that comment is  
 5 receivable. We understand clearly where you're coming  
 6 from on -- to look at the historical nature of the  
 7 neighborhoods.  
 8 IDENTIFIED SPEAKER: My question was: Have you  
 9 considered it in preparing the scope of so far?  
 10 MS. BRADY: Our existing scope does not. Because  
 11 the physical changes are at the terminal.  
 12 MR. CHRISTOFFELS: And to answer your question is  
 13 that's why we're here. We want to know what is outside  
 14 of the current scope that you would like looked at.  
 15 Do you want to defer to the gentleman on the  
 16 right?  
 17 UNIDENTIFIED SPEAKER: Yes.  
 18 IDENTIFIED SPEAKER: My name is Jim Turner. And  
 19 I'm a pilot with 4100 log hours. And what gets me is  
 20 you give all these people a big snow job, and that  
 21 irritates me. I have here the Long Beach Airport  
 22 Pilot's Guide (indicating). Everything in here is to  
 23 FAA regulation. All right? Everything.  
 24 Every day I see 41 flights. 41 violations  
 25 every time one of them takes off. I want to know what

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1 the airport is going to do about that? Okay? For an  
 2 example, I've been doing my homework, and I figured this  
 3 out: From the Lima 3 to the south is going to be --  
 4 3,500-foot of the runway is not going to be used. The  
 5 commuter jobs use 6,210 feet. They go right over my  
 6 house. All right?  
 7 According to the Long Beach Pilot Guide,  
 8 anything over 1300 pounds when it reaches the  
 9 intersection of Cherry and Carson has got to be  
 10 1,601-foot high, according to FAA regulations.  
 11 Why aren't these being done?  
 12 (Applause from the audience.)  
 13 MR. CHRISTOFFELS: Two points. First, the  
 14 gentleman brings up an operational question and what  
 15 we're talking about here, keep in mind, is the  
 16 construction of a terminal building and parking  
 17 structure. But that doesn't dismiss your question.  
 18 We do have somebody from the Airport  
 19 Operations. I'll have her meet with you and see if the  
 20 two of you can discuss the issue about airport  
 21 operations.  
 22 IDENTIFIED SPEAKER: Point her out to me.  
 23 MR. CHRISTOFFELS: Connie, you want to raise your  
 24 hand? Could you come over here and, perhaps, meet with  
 25 the gentleman in the back and to answer that question?

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1 UNIDENTIFIED SPEAKER: How about if she gives all  
 2 of us the answer?  
 3 (Unintelligible comments from the  
 4 audience.)  
 5 UNIDENTIFIED SPEAKER: We would like to know.  
 6 UNIDENTIFIED SPEAKER: We want to listen.  
 7 MR. CHRISTOFFELS: That's fine.  
 8 MS. MITCHELL: Could he repeat his question,  
 9 please?  
 10 MR. CHRISTOFFELS: Why don't you meet with him and  
 11 then come back with your answer.  
 12 CITY STAFF: Okay.  
 13 IDENTIFIED SPEAKER: My name is Rae Gavilich  
 14 (phonetic) and I am the president of LB Hush 2 and I'm  
 15 very happy to see everybody here today.  
 16 (Applause from the audience.)  
 17 IDENTIFIED SPEAKER: Perhaps on Thursday, we can  
 18 invite our neighbors and everybody can be here to show  
 19 them how we really feel about airport broken of any kind  
 20 at Long Beach.  
 21 Most importantly, and actually for the  
 22 record, Mark, I would like to identify that I did ask  
 23 you to change the format of this meeting. And your  
 24 response was to deny that. And actually, you didn't  
 25 respond and I was told that I should take that as your



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1 answer. So I just want everybody to know that it was  
2 requested that we have a format that would be  
3 differently than – that would be the type that  
4 everybody was used to doing and I want that in the  
5 record, please.  
6 In addition to that, and you did allude to  
7 it, that what they are covering in this EIR is strictly  
8 the terminal building, not the impact of what could  
9 come. Most importantly is a human health risk  
10 assessment. This is going to be brought up at Council  
11 on Tuesday. I encourage you to be there or call your  
12 Council person. It would be better to be there. The  
13 more the better.  
14 There's a rise of Leukemia in our children  
15 and the schools that are under the flight path. What  
16 else do we have to look at? Asthma, respiratory  
17 illnesses, heart disease. Please, be there and demand  
18 that a health risk assessment be included in the  
19 Environmental Impact Report. They cannot use the  
20 studies that were done back in the '80s.  
21 Since that time, diesel particulate matter  
22 has been considered a toxic substance. That was not  
23 defined as a toxic substance until 1998. So please  
24 demand a health human impact study report be done.  
25 (Applause from the audience.)

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1 MS. EBERHARD: If you would please spell your name  
2 when you identify your name and questions. Thank you.  
3 IDENTIFIED SPEAKER: Hello. My name is  
4 Dr. Scott Green, like the color. And I'm here, I guess,  
5 representing my community. And there's a couple things  
6 I would like to say first and then I have a letter to  
7 read.  
8 The first two things is that 41 flights and  
9 25 computer flights carrying 1 million passengers makes  
10 a different environmental impact to my neighborhood than  
11 carrying 3.8 million passengers. And therefore that's  
12 the reason that I'm motivated to come and try and get my  
13 voice heard for this impact study.  
14 I represent the community of Hope View,  
15 which is in Huntington Beach, California. And I have a  
16 letter here that we put together from our local  
17 community that's signed on the back from several of us  
18 so we wouldn't take too much of your time.  
19 "We, the undersigned residents of Hope View  
20 Community in North Huntington Beach, protest the  
21 proposed expansion of the Long Beach Airport and the  
22 existing temporary expansion of the Long Beach Airport  
23 currently in place.  
24 Our protest is founded on the belief that  
25 because we are not citizens of the City of Long Beach,

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1 which controls the Long Beach Airport, our concerns have  
2 not been represented and the impact to your community  
3 has not been properly addressed or considered in  
4 decisions made by the Long Beach proprietors. These  
5 decisions, which increase the noise and pollution in our  
6 community, directly impact our children, our quality of  
7 life and our property values, yet we have no recourse or  
8 influence in the decision makers. This Environmental  
9 Impacts Report is one of the few mechanisms made  
10 available to us to express our concerns. We  
11 respectfully request that you ensure a broad enough  
12 scope to address our issues in your impact report and  
13 your decisions."  
14 Let me just point out, so far I've heard  
15 that actually our community is not included in the scope  
16 of your environmental impact report, and I ask that that  
17 be changed.  
18 "We request that the EIR include an  
19 assessment of the impact to our children due to the  
20 recent dramatic increases in Long Beach air traffic  
21 activity. In particular, we request that the EIR  
22 include an assessment to the long term health issues and  
23 class room disruption impacts to our children that are  
24 caused by Long Beach Airport.  
25 We request that the EIR include a human

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1 health risk assessment specifically to address air and  
2 noise – air traffic and noise pollution impacts to our  
3 neighborhood.  
4 Hope View Elementary School, recognized as a  
5 California Distinguished School in 1998 and 2002, is  
6 located directly beneath the current approach corridor  
7 for Long Beach runway 30/12. Note that these  
8 distinctions were earned during the years having 63%  
9 fewer air traffic noise disruptions and associated  
10 impact air pollution impacts than the current levels due  
11 to Long Beach overflights. Many studies have indicated  
12 that air traffic noise is disruptive to children's  
13 development and education and that fine particulate air  
14 pollution, such as lead-based aviation fuel emissions,  
15 is particularly harmful to children. We request that  
16 these issues be investigated to ensure that they do not  
17 jeopardize our children's health and future.  
18 Hope View Park, with soccer field scheduled  
19 for daily use by local children's soccer leagues, is  
20 located directly beneath the current approach corridor  
21 for Long Beach 30/12. Studies have shown that children  
22 engaging in outdoor exercise are more vulnerable to air  
23 pollutants. And so again, we request that the air  
24 traffic impact be addressed.  
25 Airport expansion should not allowed to

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1 occur in an irresponsible manner which puts our children  
 2 and our community at risk. It would be irresponsible to  
 3 allow airport expansion in order to accommodate air  
 4 traffic that is already adversely affecting our  
 5 children's health, development and education. It would  
 6 be irresponsible to allow airport expansion to  
 7 accommodate air traffic that is significantly impacting  
 8 our community's quality of life and property values.  
 9 For these reasons, it is essential that the concerns of  
 10 the Hope View Community be addressed in the pending  
 11 Environmental Impact Report of the Long Beach Airport."  
 12 In addition to this, which I have signed by  
 13 members of my community, I've included an alternative –  
 14 or I guess an alternative that would be addressed that  
 15 would minimize the environmental impact to our community.  
 16 And it's a letter that we put together to the FAA. And  
 17 so I'll submit both of those to you. But we ask that we  
 18 be included and our vicinity be included in this  
 19 Environmental Impact Report.  
 20 (Applause from the audience.)  
 21 MS. BRADY: Your comment about all the people  
 22 signing it reminded me, please be sure you sign in and  
 23 check off if you want to be receiving any other notices.  
 24 Be sure I have your addresses. Okay?  
 25 IDENTIFIED SPEAKER: Hello. Patty Breen,

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1 B-r-e-e-n.  
 2 As part of your environmental assessment  
 3 project, I request that you include the wildlife impact.  
 4 Specifically, of the expansion of remote parking area.  
 5 There's a red fox that lives over there and I think he  
 6 should have priority over planes. Thank you.  
 7 MS. EBERHARD: Thank you.  
 8 IDENTIFIED SPEAKER: Good morning. Tracie Wilson  
 9 Kleekamp, K-l-e-e-k-a-m, like man, p. That's what  
 10 happens when you get married.  
 11 Anyway, I wanted to say that I, personally,  
 12 do not object to you having a presentation. I think its  
 13 great to come out and meet the community. Where I have  
 14 a problem is when you tell people we cannot take your  
 15 verbal comments, you have to do it in writing.  
 16 The purpose of having verbal comment is it  
 17 picks people's brains and interest so that that might  
 18 trigger something for us to all collectively put our  
 19 thoughts out there. And we learn from each other  
 20 because knowledge is power. And if you tell people that  
 21 I don't want hear your comments, you are stifling power  
 22 of the mind. Thank you.  
 23 MS. EBERHARD: Thank you. Next.  
 24 IDENTIFIED SPEAKER: My name is Joe Hower  
 25 (phonetic). I live at 3571 Pine Avenue. I have a few

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1 questions. And my questions are actually directed at  
 2 Bonterra's scope of work, which we got a copy of. I'm  
 3 not even sure how.  
 4 One of the questions that's more general,  
 5 however, is what CEQA document was prepared for the  
 6 installation of the current temporary facilities, if  
 7 any?  
 8 MR. CHRISTOFFELS: Do you want to answer them  
 9 individually or do you want to –  
 10 IDENTIFIED SPEAKER: That's fine.  
 11 MR. CHRISTOFFELS: Okay. A negative declaration  
 12 was filed for the temporary – that currently exist at  
 13 the airport.  
 14 MS. REPORTER: I'm sorry. I didn't hear what you  
 15 said.  
 16 MS. EBERHARD: A negative declaration was prepared  
 17 for the temporary facility at the airport.  
 18 IDENTIFIED SPEAKER: Can you explain what that  
 19 means?  
 20 MR. CHRISTOFFELS: I'm sorry, most of you don't  
 21 know. Okay.  
 22 There are three forms of environmental  
 23 clearances, actually four. There are those projects  
 24 that are exempt. There are projects where we would say  
 25 that it is a negative declaration, which means that the

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1 project has no impact; there is a mitigated negative  
 2 debt, which means it has minor impact, which requires  
 3 unmitigating; and then you have, of course, what we're  
 4 talking about here today, which is a full environmental  
 5 impact report.  
 6 IDENTIFIED SPEAKER: My next question is: The  
 7 scope of work talks about an air quality topic paper and  
 8 I'd like to understand what that is because I've never  
 9 heard of one.  
 10 MR. CHRISTOFFELS: Matt.  
 11 MR. JONES: I'm Matt Jones with Mestre Greve  
 12 Associates. The topics paper was intended to describe,  
 13 kind of, current research and what's going on with other  
 14 airports in terms of air quality. Air quality airports  
 15 is really kind of an emerging thing that a lot of  
 16 airports who have been dealing with noise for so many  
 17 years are now finding that air quality is becoming just  
 18 as important as air quality. So as to provide the City  
 19 and kind of just some background information on air  
 20 quality in terms of – in relation to airports.  
 21 IDENTIFIED SPEAKER: And I guess the last question  
 22 I'll ask here is: What is the rationale for not  
 23 including a health risk assessment in your scope of  
 24 work?  
 25 MS. BRADY: The scope of the work that we prepared

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1 was looking at the project, which is building of the  
 2 improvements at the airport. It does not address the  
 3 operations that are currently in affect there and so a  
 4 health risk assessment would not be needed based on the  
 5 construction of the terminal facilities. And that was  
 6 the logic behind that.  
 7 IDENTIFIED SPEAKER: Well, theres one more comment  
 8 to that.  
 9 As was pointed out before, the '86 EIR,  
 10 which is the last document that I'm aware of that that  
 11 dealt with issues, did not contemplate 3.8 million  
 12 passengers a day. The assumption I would make is that  
 13 the aircraft back then were smaller, would have fewer  
 14 impacts, less emissions. And so I think that assumption  
 15 is probably not a good one.  
 16 So I would second the request that we have a  
 17 full health risk assessment.  
 18 (Applause from the audience.)  
 19 IDENTIFIED SPEAKER: Grace Rhodes, R-h-o-d-e-s. I  
 20 live in California Heights. And the gentleman may have  
 21 just answered my question.  
 22 I was confused earlier regarding the hazard  
 23 and hazardous material report. You said it was already  
 24 based on existing data. And I wanted to know when that  
 25 data was compiled, and if it's recent enough because in

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1 the last two years there's been a lot more impact, at  
 2 least over my house.  
 3 MS. BRADY: We use a company that – what they do  
 4 is they track all the government records. And so it's  
 5 more on spills, underground – leaking underground  
 6 tanks, things of that nature where there's the  
 7 documentation. And so the data goes way back, quite  
 8 honestly, to, you know, historic spills up to anything  
 9 that's happening current. They update their files quite  
 10 regularly.  
 11 IDENTIFIED SPEAKER: And what is the emission from  
 12 the aircraft when they take over – when they take off  
 13 from the airport? Is that included in the air quality?  
 14 And is the EIR going to do a full impact on that  
 15 emission and, you know –  
 16 MR. JONES: We are going to look at the emissions  
 17 from the airport and other things around the airport,  
 18 but that's basically how much pollutants are emitted  
 19 into the air. We are at this point not proposing to do  
 20 any disperse in bottling, which then calculates how  
 21 that – how those emissions spread out and what the  
 22 actual concentrations are where you live.  
 23 As was discussed, and I know there's some  
 24 controversy on this assumption, that this project does  
 25 not affect the flight operations and that this project

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1 will, basically, not affect the dispersion levels. It  
 2 just kind of affects the – how much is emitted. And we  
 3 think that's actually going to be a fairly minor amount.  
 4 IDENTIFIED SPEAKER: Hi. My name is  
 5 Kevin Comstock.  
 6 We constantly see that big business always  
 7 seems to win out on these types of issues. I was just  
 8 wondering, you guys are the ones putting together the  
 9 EIR, what guarantee do we, as a community, have that the  
 10 EIR is going to be unbiased? And do you have a plan, if  
 11 the EIR determines that it's unhealthy, traffic is bad,  
 12 some kind of problem with the fox, do you have a plan?  
 13 Oh, okay. Now, it's going to have a  
 14 negative impact, so we're going to scrap the project? I  
 15 mean, we're all just sitting here listening to, there's  
 16 going to be this Environmental Impact looked it, but is  
 17 there's a plan if there is an environmental impact?  
 18 MS. BRADY: By the nature of an Environmental  
 19 Impact Report, we are assuming that there will be  
 20 significant impacts from the project, otherwise, you  
 21 would do the negative declaration or a mitigated  
 22 negative declaration as Mark referenced earlier.  
 23 Our role is we go through and we identify  
 24 it. If we can recommend mitigation measures, things  
 25 that will either reduce it to a less than significant or

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1 eliminate the impact, we make those recommendations. If  
 2 we identify that there's something intrinsic to the  
 3 project that's going to have a significant impact, we  
 4 identify that as an unavoidable impact. And then it's,  
 5 quite honestly, your City Council that makes the  
 6 determination that they are going to move forward. And  
 7 if they do that, they need to make what's called a  
 8 Finding of Overriding Consideration; that they determine  
 9 that the impacts that have been identified in the  
 10 Environmental Impact Report, while significant, that  
 11 there's overriding considerations.  
 12 IDENTIFIED SPEAKER: I'm just wondering, I might  
 13 be more pessimistic than everybody else here, but I  
 14 believe that your environmental impact study is going to  
 15 be data skewed to make the – so you have the results  
 16 that you guys want.  
 17 Do we have any guarantee on this earth that  
 18 the environmental impact study is in our best interest  
 19 and not your best interest?  
 20 (Applause from the audience.)  
 21 IDENTIFIED SPEAKER: My name is Linda Sopo. I  
 22 live at 3061 Armor Dale in the 5th District. I have a  
 23 couple questions.  
 24 Having several people that came up here just  
 25 asked several of the things that I am concerned about.

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1 But when I got up so passionately earlier, what I know  
 2 is as at City Council meeting about a year ago we had  
 3 probably 100 people up there ranting and raving saying  
 4 we wanted an EIR, and asking the City to address the  
 5 concerns the gentleman from Huntington Beach brought  
 6 up – although, we didn't mention Huntington Beach, I'm  
 7 very happy you're here today and I'd like to talk to you  
 8 later.  
 9 My children go to school in the flight path  
 10 and I used to live directly under the flight path. And  
 11 I have seen the kids with asthma and I have seen the  
 12 problems. And I have wiped the soot off the back of the  
 13 furniture. You know, you dust one day, your house is  
 14 dirty the next day.  
 15 (Applause from the audience.)  
 16 IDENTIFIED SPEAKER: That's going in our kid's  
 17 bodies; that's going in my body. I want information  
 18 about it.  
 19 But I want – here's what I would like to  
 20 ask, even though this is not part of your job, I want to  
 21 go on record saying that these are things that the  
 22 neighborhoods are concerned about, it needs to go to  
 23 City Council. Number 1, Noise; how it impacts the class  
 24 room and children's learning abilities. I've sat in the  
 25 classroom and watch the teachers have to stop as the

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1 planes go overhead.  
 2 Now, I lived under the flight path, when the  
 3 flights were, you know, few and far between and in the  
 4 early '90s. But I watched my kids at the best schools  
 5 in Long Beach have to stop learning for a minute and,  
 6 you know, every time you're dealing with a fourth grader  
 7 and they have to stop for a minute, it takes five  
 8 minutes to get them back on track. All right.  
 9 How it affects the quality of life in our  
 10 homes. Every single one of my children's birthday  
 11 parties videos have airplanes going overhead. My  
 12 daughter's graduation from middle school last year, Gray  
 13 Middle School, they had to stop seven times to watch  
 14 planes go overhead. You can tell I'm a little  
 15 passionate about this.  
 16 How it affects the sleeping patterns of  
 17 children and adults. How many of you have been woken up  
 18 by planes going overhead?  
 19 (Applause from the audience.)  
 20 IDENTIFIED SPEAKER: And we barely charge those  
 21 airlines when they do violate the noise – it's  
 22 irritating, also. All right.  
 23 Mitigation measures for any residents  
 24 exposed to 65 DBCNL or grating tube paved for 100% for  
 25 the City of Long Beach or its Airport Bureau, including

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1 but not limited to triple insulation, air conditioning,  
 2 monthly stipend to pay for AC dual pane windows. You  
 3 know, we've all had to do that if we live in the flight  
 4 path.  
 5 Children's health. I ask that we address  
 6 this: Cancer; asthma and other respiratory illnesses;  
 7 Learning-based cognitive skills, more vulnerable to  
 8 noise; heart disease and hypertension; anxiety disorder;  
 9 immune system deficiency.  
 10 Environmental concerns: Pollution to our  
 11 homes, outdoor furniture, cars, trees, what's in our  
 12 lungs.  
 13 Air quality. Toxic air contaminants, to  
 14 include the diesel PM, particulate matter, that was not  
 15 identified as a toxic substance until 1998. Diesel PM  
 16 comes, primarily, from vehicular traffic, which includes  
 17 ground support equipment. Jet fuels known to be  
 18 chemically similar to diesel fuel. The highest PM  
 19 emission rates occur during take off and climb out.  
 20 And finally, explosive methane levels on the  
 21 airport site. I think these all need to be included.  
 22 Thank you.  
 23 (Applause from the audience.)  
 24 IDENTIFIED SPEAKER: My name is  
 25 Catherine Weinhold, W-e-i-n-h-o-l-d. And I live in the

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1 Los Altos District, 2009 Chapman Avenue. Relatively new  
 2 to the area.  
 3 UNIDENTIFIED SPEAKER: We can't hear you over  
 4 here. Keep your voice up.  
 5 IDENTIFIED SPEAKER: Okay. Sorry.  
 6 I have a question at the end, but I've got a  
 7 lot of comments. I'm a registered nurse and I work at  
 8 one of the major hospitals. I've worked at both of the  
 9 major hospitals in the City.  
 10 UNIDENTIFIED SPEAKER: Louder. Louder, please.  
 11 IDENTIFIED SPEAKER: Sorry.  
 12 I'm a registered nurse at a major hospital  
 13 here in Long Beach. And I know I've lost track of how  
 14 many times I've come home – I take trauma calls and I  
 15 work odd hours. I've come home at 1:00 or 2:00 in the  
 16 morning to airplanes flying overhead. And I know it's  
 17 disruptive to me and I can't get to sleep. And often I  
 18 haven't been able to get to sleep for the rest of the  
 19 night. And then I'm expected to go in the next day and  
 20 take care of people.  
 21 And who I'm taking care of are, primarily,  
 22 children. And they are not children that are in there  
 23 for the flu or for an appendix. They are children and  
 24 babies that have to be intubated for respiratory  
 25 problems. This is such a serious issue. I don't

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1 understand why you guys don't recognize it more.  
 2 As a nurse, my profession is founded on  
 3 research, partially -- medicine for doctors. And we all  
 4 know, if you're familiar with research, that you do skew  
 5 your studies to get the results that you want. And  
 6 often you stop the project in the middle if you see that  
 7 you're not getting the results that you want.  
 8 Otherwise, why do research? And I think most of us know  
 9 that. And I have never been a part of any study and I  
 10 live here in the city.  
 11 The only help for noise that I know of in a  
 12 study is, like, the sound of water and calming music and  
 13 this is a very abrasive noise to have to live with in  
 14 our lives. And I think we understand that as part of  
 15 the city and we don't have a problem with the noise to a  
 16 limit.  
 17 But I lived in Newport Beach for 14 years  
 18 and they have a noise abatement. And they don't allow  
 19 flights to start until 6:30 in the morning and they  
 20 don't allow them to go out or come in after 10:00 p.m.  
 21 The reason why is there's a Back Bay -- Newport Upper  
 22 Back Bay and there is an impact on the wildlife. And  
 23 they make the planes fly up and cut the engines.  
 24 If wildlife is important enough, why aren't  
 25 our lives important enough?

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1 (Applause from the audience.)  
 2 IDENTIFIED SPEAKER: If one city can recognize  
 3 that wildlife is important, why can't we recognize the  
 4 quality of our lives is important? And we're seeing  
 5 very strange cancers that have never been seen before.  
 6 So, I mean, there is -- are very negative things  
 7 happening here.  
 8 IDENTIFIED SPEAKER: Hi. Renee Monroy,  
 9 M-o-n-r-o-y. 4909 Farrow Street, Long Beach. This  
 10 isn't a question, it's a statement.  
 11 The EIR is being paid by us taxpayers. So  
 12 I'm not requesting that you do a health study on the  
 13 neighborhood, I'm demanding it. You're spending our  
 14 money. You're affecting us, our health, our property  
 15 values, which at this point, with all of the noise about  
 16 this, today if we go to sell, we're selling less because  
 17 of the impending doom.  
 18 When we have the result of this EIR, which I  
 19 pray to God is not skewed, so that you can make money  
 20 and risk an entire community's health. I don't know  
 21 what will happen to the property values then. Well,  
 22 we're struck, we're here.  
 23 We need to be able to trust you guys, which  
 24 means you have to come forth and tell us exactly what's  
 25 going on, not make us dig and find it out on our own.

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1 And we demand a health study on the neighborhood. We're  
 2 not asking. You need to do this; you have to do this.  
 3 (Applause from the audience.)  
 4 IDENTIFIED SPEAKER: My name is Stella Islas,  
 5 I-s-l-a-s. And I live at 3565 Gundry in Long Beach.  
 6 I just wanted you to know that five persons,  
 7 five neighbors around me, including myself, have cancer.  
 8 I am battling cancer. The girl across the street from  
 9 me is battling cancer. Three other neighbors have died  
 10 of cancer. My two grandchildren, who live in the  
 11 neighborhood, are fighting asthma.  
 12 Do you know what that means? That means  
 13 that I want -- I request -- I demand that you do an  
 14 environmental research in the area. Because if you  
 15 don't, I'll get somebody that will do it. And we really  
 16 need that; that's all I can ask you. You're killing us.  
 17 (Applause from the audience.)  
 18 IDENTIFIED SPEAKER: Hi. I'm Cheryl B-o-w-l-e-s,  
 19 C-h-e-r-y-l, B-o-w-l-e-s. I live at 1140 East 32nd  
 20 Street, Signal Hill. I guess living in Signal Hill, I  
 21 don't have a Councilmember to complain to, either  
 22 Signal Hill or Long Beach.  
 23 32nd Street is located right across from the  
 24 lower 25 -- or 25 left, right 7 -- whatever it is, on  
 25 the south end of the airport. I have lived there. I

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1 was born in Long Beach and I have lived there for 27  
 2 years. And up 'til last January, I did not have a  
 3 problem with airplanes.  
 4 In January, they changed the small craft  
 5 flight pattern. 32nd Street is also located right on  
 6 the freeway. From Orange to California we have a  
 7 freeway wall behind us. So I have lived with the  
 8 freeway pollution for all these years, which gets worse  
 9 every year.  
 10 The planes then, as of January, started  
 11 flying up over the house. The helicopters started  
 12 flying down or low on 32nd Street, 33rd Street. And  
 13 every commercial jet that now takes off on the south  
 14 flight pattern to turn around, I hear every single one  
 15 of them, also.  
 16 I was wondering why I've never heard -- you  
 17 have to excuse me, I'm so nervous -- more about the  
 18 general aircraft flights and the noise. The commercial  
 19 jets take up 3 percent of the flights in Long Beach  
 20 airports. The general aircraft take up 97 percent.  
 21 They have about 1300 flights a day, according to the  
 22 website. Now, they all have to take off some place. So  
 23 you could say 3 or 400 in the air strip.  
 24 During this time we've been here, I probably  
 25 would have heard -- I've counted as many as 30 an hour

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1 going over. That's all day long. So I would like –  
 2 wondered if the environmental impact did include the  
 3 noise from the general aircraft. Because when you have  
 4 about 200 planes that you hear, helicopters, big  
 5 aircraft going over, your whole day is without noise. I  
 6 know it's not as loud. Each plane is not as loud as the  
 7 commercial jet, but the cumulative noise definitely,  
 8 definitely is very bad for the psyche. I, myself, have  
 9 been so aggravated and so upset over it, I developed  
 10 heart problems and the whole thing from it.  
 11 So I do wish you would include the general  
 12 aircraft in your study and the noise effect of multiple,  
 13 multiple planes that come from it. Thank you.  
 14 (Applause from the audience.)  
 15 MS. EBERHARD: If you have specific operations  
 16 questions, again, Connie over there may have able to  
 17 answer them or at least give you some understanding.  
 18 Thank you.  
 19 IDENTIFIED SPEAKER: David Finch, F-i-n-c-h. I  
 20 live in California Heights, directly under the flight  
 21 path.  
 22 And I was woken Thursday night at 2:00 in  
 23 the morning, could not go back to sleep. So I've been a  
 24 little cranky Friday and Saturday. I have two business  
 25 questions and less of a – it sounds more like a

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1 proposal for the expansion of square footage of the  
 2 airport, so I'm concerned.  
 3 Has there been any studies, industrial  
 4 engineering, why there needs to be all this added square  
 5 footage. I've been to the airport and it seems to be  
 6 functioning just fine. So I'm really questioning why  
 7 the expansions are being asked about. I'm just  
 8 surprised that there's been such detail into what needs  
 9 to be expanded at the airport, but not what needs to be  
 10 studied environmentally. So I'm concerned about that.  
 11 My second question relating to business is  
 12 the parking. We've all talked about how many particular  
 13 parking spaces, but my concern is that once the new  
 14 parking gets installed, what's going to stop the Long  
 15 Beach Airport from releasing the offsite parking already  
 16 and adding – you know, doubling the parking that is  
 17 there now? So the offsite parking was done very quickly  
 18 and I'm concerned that will just be done without any  
 19 interaction from the public.  
 20 MS. EBERHARD: Those are good comments. Thank  
 21 you.  
 22 IDENTIFIED SPEAKER: Good morning. My name is  
 23 Patrick O'Donnell (phonetic). I live in Los Altos.  
 24 It's good to see some of my neighbors out here who have  
 25 been standing with me on this airport issue, trying to

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1 control the growth of the airport.  
 2 Couple things I'd like studied. Because a  
 3 larger terminal will lead to more flights, I would like  
 4 the EIR to include the impacts of jet fuel on our  
 5 health, noise impact on our educational facilities and  
 6 homes, and the impact on your home values, and how lower  
 7 home values will impact the community, in general.  
 8 Those are some of the things.  
 9 And a question: Do you have a picture of  
 10 the proposed facility?  
 11 MS. BRADY: Not at this point.  
 12 IDENTIFIED SPEAKER: One does not exist. Do you  
 13 know if the city – the city doesn't have one? There is  
 14 no such rendering of any sort?  
 15 MS. BRADY: I have not received anything.  
 16 IDENTIFIED SPEAKER: Okay.  
 17 Is it true that the second story would be  
 18 for offices?  
 19 MS. BRADY: Correct.  
 20 IDENTIFIED SPEAKER: That could later be turned  
 21 into jet ways for internal expansion is my assumption.  
 22 But would those offices be leased out to any  
 23 private entity or would they only be for city offices?  
 24 MS. BRADY: Do you want to answer it?  
 25 MR. CHRISTOFFELS: Two points. First of all,

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1 we've heard the comment about the potential jet ways and  
 2 if you notice in the document there, I'm not sure if  
 3 it's spelled out clearly in there, but definitely in the  
 4 Notice of Preparation, we said that we're going to  
 5 evaluate those second stories during the EIR process.  
 6 What we've been told is we have the  
 7 Transportation Security Administration, TSA that is now  
 8 operating out of the airport. They weren't there,  
 9 obviously, prior to September 11th. And they are  
 10 requiring – at the moment, asking us for 30,000 square  
 11 feet of office and operational space. If you've been to  
 12 the airport, you know there is not 30,000 square feet of  
 13 office space to be had.  
 14 Our first proposal was to say, okay, we are  
 15 building these single story holdrooms where, physically,  
 16 you're being placed before you get into the aircraft.  
 17 It's very economical to build a second story and make  
 18 their offices above the holdrooms.  
 19 If there is a concern about jet ways, we're  
 20 willing to listen to you, and tell the TSA, the  
 21 community doesn't don't want the second story. Your  
 22 offices are going to have to be located somewhere else.  
 23 And that's what we were trying to indicate to you in our  
 24 Notice of Preparation.  
 25 With regards to the plans, that's why we

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1 don't have today for you a definite set of drawings and  
2 plans. What we have are square footages based on needs.  
3 We know if X amount of passengers need to go into the  
4 holdrooms during a certain period, we know there's a  
5 fire code, like this room. You know there's a capacity  
6 to this room. And that's how we came up with the square  
7 footages based on that number.  
8 We haven't physically designed the building  
9 yet. Generally, a city doesn't do that until we get  
10 through the environmental process. We'll do some  
11 preliminary drawings as the progress proceeds forward to  
12 answer certain questions. For example, is it going to  
13 be architecturally compatible with the historical  
14 building.  
15 But we won't do a full blown design of it  
16 because the project may get altered during this process.  
17 For example, the second story. If we had gone ahead and  
18 spent the money, had it designed only to discover the  
19 community doesn't want that second story, it was all for  
20 naught. We threw away all that money for an architect  
21 to go out and plan it.  
22 So it's pretty conceptual at this point. We  
23 are providing drawings which show physically where the  
24 buildings will be located, so that you can get an idea.  
25 It also shows physically the dimensions with respect to

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1 the other buildings on the site. You can get an idea  
2 technically when you look at these of what the  
3 building – where it would be and approximately size,  
4 what it would like with the others.  
5 Hopefully, that answered that question.  
6 IDENTIFIED SPEAKER: Garth Stever, S-t-e-e-v-e-r.  
7 First name is Garth, G-a-r-t-h. A resident of  
8 California Heights.  
9 One of the things I've noticed and I'd like  
10 to put – be in the plan, the current terminal itself,  
11 according to this, is only designed to accommodate about  
12 1 million annual passengers. And currently, from what I  
13 understand, the terminal with this temporary expansion  
14 and parking, et cetera, is carrying over 3 million  
15 passengers. So it's operating about 300 percent of its  
16 capacity. Has that been included in the environmental  
17 impact study?  
18 That if the number of flights are  
19 increased – because truly, that is – is regulated by  
20 the city now, ultimately the FAA controls that and that  
21 could be expanded at some point. What is the  
22 potential – what would be the potential of the project?  
23 And if we can assume that the current  
24 airport can operate okay at 300% over the capacity, what  
25 would be the increase of the facility after you designed

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1 terminals for 4 million passengers, if it operated at  
2 300 percent over that?  
3 (Applause from the audience.)  
4 MS. EBERHARD: Yes. We need five minutes. She  
5 needs a break. The court reporter needs to have some  
6 water and take a quick break.  
7 So we've got coffee and water and cookies up  
8 here. Our experts are around the edge of the room.  
9 I'm so sorry, but you will be up next in  
10 just a couple of minutes. Okay?  
11 And restrooms are in the back. Just a quick  
12 break and we'll be back. Thank you.  
13 (Recess taken.)  
14 MS. EBERHARD: Okay. Let's finish up those  
15 conversations. I will recognize the person that was  
16 going to speak next when I see her. Okay. I will  
17 ask – unfortunately, I appreciate all the conversations  
18 going around, but we do need it fairly quiet so that the  
19 court reporter can hear. And if you do want to talk to  
20 someone, I suggest may you go out into the lobby.  
21 There's some room out there and you can have a  
22 conversation. Okay? Let's try and keep it down. Thank  
23 you.  
24 Again, we remind you: Your name, the  
25 spelling of your name and your comment. Thank you.

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1 IDENTIFIED SPEAKER: My name is Emmanuel Ooka  
2 (phonetic). I live on Stain Avenue, Long Beach. Behind  
3 the CS. The cross street is Bellflower.  
4 And the plane usually is over my house every  
5 minute of every day. And I want to ask one question, I  
6 hope you are going to give me the correct answer. And I  
7 would like to know which is the best: Having property  
8 which we pay property rate or having the airport? And  
9 who controls the revenue that is accruing out of the  
10 real estates of property rate payments and that of the  
11 airport? Before I say what I want to say about that.  
12 Thank you.  
13 MS. EBERHARD: I'm not sure that is something that  
14 really can – I don't think that answer can be  
15 addressed. It's a rhetorical question.  
16 IDENTIFIED SPEAKER: But I have heard very, very  
17 clearly from somewhere that the city does not control  
18 the airport. They don't control the money that accrues  
19 out of the airport, the City Council. Are you aware of  
20 that? But they are – they control you paying your  
21 revenue – your property rate. And I know that the  
22 property rate is much greater than the airport – what  
23 the airport gets. But airport – Long Beach Airport  
24 makes a lot of money, more than any of the airports  
25 around the City of L. A. right?

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1 Now, I would like to say that we have,  
2 ladies and gentlemen, we have the city representatives  
3 of Long Beach, our Congress people, our people of the  
4 Council, they should be aware of this. And they should  
5 know that – what is very paramount to their electorates  
6 is their health, and not the money. And please, make  
7 this known to them. Thank you very much.  
8 MS. EBERHARD: Thank you.  
9 (Applause from the audience.)  
10 IDENTIFIED SPEAKER: John De La Torre, capital  
11 D-e, capital L-a, capital T-o-r-r-e.  
12 Just wanted to request – or I guess as  
13 somebody said we should demand, that a disbursement  
14 model be added to the EIR. And not only to look at the  
15 flights and the pollution from the flights, but also the  
16 addition of traffic, both automobiles, commercial  
17 traffic.  
18 And then also take a look at the addition of  
19 how that dispersion of pollution from the airport, the  
20 additional cars coming through the airport, how that  
21 plays into expansion at the port, the refineries and  
22 everything like that.  
23 MS. EBERHARD: Thank you.  
24 (Applause from the audience.)  
25 IDENTIFIED SPEAKER: Janet Richardson. I live at

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1 3702 Rose in California Heights. And a couple of  
2 things.  
3 First of all, the noise aspect of the  
4 environmental impact report needs to include a study of  
5 citizen complaints about noise. The city has a vehicle  
6 by which citizens can complain about noise and that  
7 input should be taken into account, both current data at  
8 the time of the EIR and historic data about noise.  
9 Also, your handout indicates that the noise  
10 ordinance would allow additional flights if certain  
11 noise levels were met. And so the study should address  
12 the impact not just of current flights, but of the  
13 maximum allowable flights under the ordinance, both with  
14 respect to noise, health quality, hazardous, et cetera.  
15 MS. EBERHARD: Thank you for your comment.  
16 (Applause from the audience.)  
17 IDENTIFIED SPEAKER: Rae Gavilich, 4612 Virginia  
18 Avenue, Long Beach.  
19 MS. EBERHARD: Spell the last name.  
20 IDENTIFIED SPEAKER: G-a-b-e-l-i-c-h. I'm in the  
21 8th District. And I would like to notice that our  
22 Councilman isn't here. It's very unfortunate or  
23 somebody from his office.  
24 I'd like to ask that in this EIR  
25 accumulative impact study be done that includes the air

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1 quality from the port, the freeway, the refineries, the  
2 Boeing project and the potential airport growth.  
3 In addition to that, before everybody leaves  
4 here, I see we're losing a few people, I'd like to  
5 remind you that our counsel, no matter how bad this EIR  
6 turns out, our Council has the right to say yes or no.  
7 So that's where the pressure has to go; that's where  
8 your words and your feelings about this has to go is to  
9 your Council representative.  
10 I'd like to encourage you, again, to be  
11 there Tuesday night. On the agenda is the Human Health  
12 Study that was requested and agreed to by all of our  
13 Council members – they voted 9-0, that they would  
14 provide this study – and that was May of 2002, and we  
15 still don't have it.  
16 In addition, I understand a few people have  
17 been asking about our Hush shirts. Hush t-shirts will  
18 be available. You can send your request to 595-8865.  
19 And thanks for everybody's support.  
20 MS. EBERHARD: Thank you for your comment.  
21 (Applause from the audience.)  
22 IDENTIFIED SPEAKER: Hi. My name is Suzy Tuttle,  
23 T-u-t-t-l-e, Mayo. I live in the Bixby Knolls area of  
24 Long Beach. My brother was a big advocate against the  
25 Long Beach Airport expansion.

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1 (Applause from the audience.)  
2 IDENTIFIED SPEAKER: And here I am.  
3 The idea back then when he was fighting this  
4 was that they ought to build an airport out over the  
5 ocean.  
6 Another issue that has not been brought  
7 forth, which I'm really surprised by that, is the fact  
8 that the city of Cerritos and the terrible air disaster  
9 they had there. What's to say it can't happen here in  
10 Long Beach or Huntington Beach?  
11 Health issues and property values, They are  
12 all concerns for us, as well. Thank you.  
13 MS. EBERHARD: Thank you.  
14 (Applause from the audience.)  
15 IDENTIFIED SPEAKER: My name is Richard Ivey,  
16 I-v-e-y. I live in the Los Cerritos neighborhood.  
17 I'd like to request that the airport  
18 environmental impact review examination include and  
19 provide mitigation members – measures for accumulative  
20 affects of – health affects from poor air quality and  
21 hydrocarbon emissions of jet engine exhaust combined  
22 with that that we face from the refineries upwind of  
23 Los Cerritos, as well as exhaust, in particular,  
24 emissions from the 710 freeway.  
25 We would request that special emphasis be



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1 placed on 2.5 particulate matter emissions. We would  
2 demand mitigation measures comply with the Federal Clean  
3 Air Act, specifically from the monitoring station  
4 located at 3646 Long Beach Boulevard.  
5 We would request that commercial flights  
6 have their noise impacts be delineated based on various  
7 number of flights, and that these be shown as footprint  
8 maps, both for commercial and commuter flights. So that  
9 the people can understand what the different affects of  
10 these changes would mean.  
11 We would demand mitigation members –  
12 measures for any residents exposed to 65 decibel CNEL or  
13 greater; be paid for by the City of Long Beach or its  
14 Airport Bureau, including but not limited to and  
15 especially for schools, triple insulation and air  
16 conditioning and a monthly stipend for the cost of  
17 operating such air conditioning equipment.  
18 Specifically, photo voltaic rays could be installed in  
19 lieu of said monthly stipend for air conditioning  
20 operations.  
21 MS. EBERHARD: Thank you for your comment.  
22 (Applause from the audience.)  
23 MS. EBERHARD: Is there anyone – because I think  
24 you've spoken once; right? Is there anyone that hasn't  
25 spoken that's interested in making a comment at this

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1 time? There are two people coming.  
2 IDENTIFIED SPEAKER: Thank you. My name is  
3 Dan Freleaux, 5451 Stearns; that's Los Altos area.  
4 MS. EBERHARD: Spelling of your last name.  
5 IDENTIFIED SPEAKER: F-r-e-l-e-a-u-x.  
6 I've grown up in Long Beach underneath the  
7 landing pattern. And one of my concerns – or my chief  
8 concern right now is that since this EIR is addressing  
9 just the terminal expansion, and it's obvious that our  
10 concerns go way beyond that, are we just talking for the  
11 sake of talking today or are you actually going to  
12 include these concerns in your EIR?  
13 (Applause from the audience.)  
14 IDENTIFIED SPEAKER: And I'd like that answered  
15 now, please.  
16 MR. CHRISTOFFELS: I think we've received a lot of  
17 comments today that go beyond what was really the  
18 proposed project, and that's fine. That's what we need  
19 to here. And you're right, it does really go beyond the  
20 scope of work for which the consultant was hired.  
21 I think what we're going to do is take all  
22 of this as City staff, obviously, we have one more  
23 meeting on Thursday night, and then we, ourselves at the  
24 city, need to consider that question. I'm not prepared  
25 tonight to answer that. That's a policy issue by the

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1 city that we'll have to – but we'll definitely sometime  
2 soon, perhaps as early as when we go back the City  
3 Council in December take that question into serious  
4 consideration.  
5 UNIDENTIFIED SPEAKER: Excuse me, Mark.  
6 MR. CHRISTOFFELS: Yes.  
7 UNIDENTIFIED SPEAKER: I'd like to know if you can  
8 make better arrangements for parking for Thursday night.  
9 Parking is very difficult out here.  
10 MR. CHRISTOFFELS: That's fine. Thank you. We'll  
11 take a look at that.  
12 MR. MAIS: Okay, sir.  
13 IDENTIFIED SPEAKER: My name is Tom Beck. I live  
14 at 6260 Fairbrooks Street in Los Altos. This is the  
15 first such meeting that I've attended, and thanks to  
16 Joe Sopo and his newsletter or I wouldn't have known  
17 about this.  
18 We've been a resident of Los Altos for 40  
19 years. We have a son that's 38 and a daughter that's  
20 40. All living at that residence and growing up there.  
21 Neither my wife's family nor my family have any history  
22 of respiratory conditions. Yet, we, all four of us,  
23 have the problem today. Not only that with anxiety and  
24 depression and what have you. And by the way, my son is  
25 a cancer survivor. Had he not left home in Los Altos

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1 and gone to college out of state, he probably wouldn't  
2 be with us today, it's said.  
3 I attended and graduated from Cal State Long  
4 Beach. My children are going went to Millikan and  
5 Stanford. My daughter lives at approximately Stearns  
6 and Palo Verde, and they've been there for about 10  
7 years, 12 years. Their children attend Millikan and  
8 also Stanford today. All four of those kids show  
9 symptoms of respiratory condition at this time.  
10 Just for the record. Thank you.  
11 MS. EBERHARD: Thank you, sir.  
12 (Applause from the audience.)  
13 IDENTIFIED SPEAKER: My name is Hilda Williams. I  
14 live in the Bixby Knolls area. We have lived there for  
15 30 years.  
16 And when we moved here to Long Beach, we –  
17 the Long Beach Airport was a very small municipal  
18 airport. The first thing that happened was that they  
19 expanded the take off – the landing – what is it?  
20 Tarmac. They expanded it because what was Mc Donnell  
21 Douglas, which is now Boeing, was building bigger  
22 airplanes. So they said, oh, Long Beach said, well, we  
23 have this beautiful tarmac now to take off on, so let's  
24 take advantage of it and enjoy the income of the  
25 commercial aircraft.

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1 Gradually, the aircraft got bigger and  
2 bigger, but they didn't count in the noise that the  
3 people living under the flight pattern would experience.  
4 And the City Council said, oh, but don't worry about it  
5 because we will route the planes so we have -- we have  
6 only airplanes that are not very loud and we will route  
7 them over Cherry and we will -- over Cherry Avenue we  
8 will have devices there that measure the noise and so  
9 on.  
10 Well, what happened is that the airplanes  
11 don't take off over Cherry. There is a cemetery there.  
12 They don't go over the cemetery; they go over where the  
13 people live. And we have been promised so many things  
14 so many times by the city and the Federal -- FAA that  
15 there was going to be a limit on.  
16 So if we now -- if the people that are here  
17 now say, okay. It's okay. Go ahead with your  
18 buildings, then whoever has the say so is going to say,  
19 well, we have these beautiful buildings, let's make full  
20 use of them. And then we will have 5 million  
21 passengers. And then they'll say, oh, we have to six  
22 new parking spaces for planes, let's fill them up. And  
23 that's what -- where it's going to end.  
24 And we have been lied to and taken advantage  
25 of too often in the years that I've been living here.

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1 (Applause from the audience.)  
2 MS. EBERHARD: Other comments from other  
3 individuals that haven't spoken?  
4 IDENTIFIED SPEAKER: My name is Phil Hansen. I  
5 live at 3601 Falcon, in California Heights.  
6 And I just want to ask that be included in  
7 the study, probably it's a secondary -- the secondary  
8 issue, the first being, you know, health issues. And  
9 the second, probably, economic.  
10 I'd like to know, as probably a lot of  
11 people would like to know, what the projected incomes of  
12 the airport cumulative, you know, jobs, whatever, you  
13 know, flight fares, everything is over a period of  
14 time -- whatever it is, ten years -- as compared to the  
15 projected loss of property tax with lower property  
16 values. And that would include monies for home  
17 improvement, contracting in the individual residences  
18 and all of the accumulative things that go along with  
19 that. Thank you.  
20 MS. EBERHARD: Thank you.  
21 What we're going to do at this point is for  
22 individuals, such as yourself and other people, is have  
23 you speak individually to the court reporter.  
24 UNIDENTIFIED SPEAKER: You know, I have just a  
25 suggest -- can I have -- just for a second, please.

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1 You know, I'm a real estate agent and how I  
2 make money is selling your houses. But I don't want to  
3 sell your houses. I want you to know that -- I want you  
4 all to stay where you're living right now.  
5 But there's going to come a time -- there  
6 will be a number, there will be a number, that number of  
7 flights that are taking off and landing over the tops of  
8 your homes. And whatever that number is, it's different  
9 for all of you, you will move. You will have to move.  
10 We've got a gentleman over here who sent his  
11 son is away to college so that his son could survive.  
12 There is a suggestion that we all would agree upon: Why  
13 build at the airport. Move that location and build  
14 that -- use that money to build it somewhere else.  
15 Let's move that airport.  
16 (Applause from the audience.)  
17 UNIDENTIFIED SPEAKER: If the City Council members  
18 from the 4th, the 5th, the 7th and 8th don't understand  
19 that -- because that's what you and I want -- then we  
20 need to get a new City Council person.  
21 MS. EBERHARD: Okay.  
22 What we're going to do is have you speak  
23 specifically with the court reporter. And Vince over  
24 there hasn't had an opportunity to talk to anybody about  
25 noise and other concerns, as well as our Traffic, air

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1 quality. And Kathleen's available on specific EIR  
2 process questions.  
3 So I thank you. There's still some water  
4 and coffee left. And with that, thank you very much.  
5 UNIDENTIFIED SPEAKER: Excuse me. Excuse me. We  
6 never got an answer to the pilot's question about  
7 flights flying and the minimum allowable.  
8 MS. EBERHARD: You're absolutely right.  
9 Connie Mitchell, Operations.  
10 MS. MITCHELL: Yes. Mr. Turner posed the question  
11 over here and I don't know if all of us heard the  
12 question. I know I had trouble hearing it on the other  
13 side of the room.  
14 What Mr. Turner was concerned about, and  
15 correct me if I'm wrong, Mr. Turner, had to do with the  
16 height of the aircraft over his home.  
17 That is correct?  
18 UNIDENTIFIED SPEAKER: Correct.  
19 MS. MITCHELL: Right.  
20 And the document that Mr. Turner was holding  
21 up showing you all called the "Pilot's Guide," that is  
22 actually a piece that is produced by the city. Again,  
23 and it's recommending to pilots the different procedures  
24 that they can use, again, for noise abatement purposes.  
25 The actual flight or aircraft in flight are

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1 controlled by the federal government, as well as where  
2 the patterns are set and the height of those patterns,  
3 they are set by the federal government. And air craft  
4 in flight are under control of the Federal Air Traffic  
5 Control Tower. So that was the response that I provided  
6 to Mr. Turner.

7 I also suggested to Mr. Turner, though,  
8 that – and I'm going to get the correct telephone  
9 number to him later. I have my business card here, if  
10 any of you want to get that same phone number. Just to  
11 make sure that he has the phone number to use in order  
12 to reach the City's Noise Abatement office. Because  
13 again, if you have a question or if you've seen an  
14 aircraft that you think is flying too low, you can call  
15 us and get what the actual reading was over your home.  
16 We have the equipment available right there in our Noise  
17 Abatement office to give you that information.

18 At the same time, we can also provide  
19 you with the telephone number in order for you to  
20 complain to the federal government, again, about  
21 aircraft in flight.

22 UNIDENTIFIED SPEAKER: What's that number?

23 MS. MITCHELL: Christine, I don't – do you happen  
24 to know the number right now? I don't. I can give him  
25 my business card and I can get that number back to you.

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1 I just don't –

2 UNIDENTIFIED SPEAKER: You don't return phone  
3 calls.

4 MS. MITCHELL: I don't know the federal number.  
5 No. I'm going to give you –

6 UNIDENTIFIED SPEAKER: You don't return any calls.

7 MS. MITCHELL: Sir, I'm going to give you the –  
8 I'm the Operations Officer at the airport. I'm going to  
9 give you my business card that will give you a telephone  
10 number directly to my desk and to my voice mail.

11 UNIDENTIFIED SPEAKER: What she told me was that  
12 she doesn't work for the FAA, she works for the city.  
13 So I got the wrong person. She doesn't know anything  
14 about this.

15 So I'm going to get with the FAA. I'm going  
16 to do my own thing. There's a 1-800 number that you can  
17 call and report anything. Bombard the FAA, and I'll  
18 guarantee somebody will talk to you.

19 MS. EBERHARD: Okay, thank you. Again, we –

20 UNIDENTIFIED SPEAKER: I have a question about  
21 operations –

22 MS. EBERHARD: Go and speak with her specifically,  
23 if you would.

24 UNIDENTIFIED SPEAKER: It's not 1:00 yet, so I  
25 think it's still a public meeting.

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1 MS. EBERHARD: Okay. Ask your question.

2 (Applause from the audience.)

3 UNIDENTIFIED SPEAKER: Thank you.

4 What is the dollar amount charged to various  
5 air carriers commercial and computer for each violation  
6 and who decides what that amount is and how do we go  
7 about suggesting that it be a heck of a lot higher?

8 (Applause from the audience.)

9 MS. MITCHELL: Oh, Sharon is here. Great.

10 MR. MAIS: Sharon Diggs Jackson could probably  
11 answer this better than I can.

12 But the – under our current ordinance, the

13 amount that we are legally able to charge is \$300 if  
14 they are late.

15 (Unintelligible comments from the  
16 audience.)

17 MR. MAIS: I know.

18 UNIDENTIFIED SPEAKER: Is that a city ordinance?

19 MR. MAIS: It is a City ordinance that was – let  
20 me give you a little bit of explanation, because I agree  
21 with the laughs out there. It's a ridiculous amount.

22 It's not a deterrent at all, as you can see from the  
23 number of late night flights that we have in the city.

24 What happens – going back when we settled  
25 the litigation back in 1995, that \$300 limit was what

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1 was imposed on the city by the federal court at that  
2 time. It's part of our entire noise compatibility  
3 ordinance. The reason the city has not gone back in and  
4 tried to reopen that number to make it a more painful  
5 number for the carriers who choose to violate it, is  
6 that we've been told by the FAA that if we try to reopen  
7 any part of our ordinance to amend it, that we would  
8 have the carriers come in and try to challenge the 41  
9 flight limitation, which to most people is much more  
10 important than the \$300 fine.

11 So our goal is to keep that 41 flight  
12 limitation in tact. That's why the number isn't higher.  
13 That said, what the city prosecutor has done in the last  
14 several months is that he entered into a – what they  
15 call Consent decree with two of the carriers that were  
16 violating. One is American; one is Jet Blue.

17 Under the Consent Decree, each of those  
18 carriers, if they violate the curfew, pays \$3,000 per  
19 violation. So that's what it currently is. And for  
20 American Airlines, I believe that since that Consent  
21 Decree was entered into, they have not violated the  
22 noise ordinance. So it seems to be working with  
23 American Airlines. Jet Blue still does have a  
24 significant number of late night violations. And we're  
25 working with Jet Blue to get them to cut that back.

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1 And one thing I forgot to tell you is that  
2 after you have more than six violations per quarter of  
3 the noise ordinance, the fine goes from \$3,000 to \$6,000  
4 per violation.  
5 UNIDENTIFIED SPEAKER: Was not part of that plan  
6 there also that the airlines cannot be taken to court  
7 and sued, as well? Is that not part of that same  
8 \$3,000 – part of that agreement?  
9 MR. MAIS: That's not part of the written  
10 agreement that the prosecutor has with the airlines.  
11 UNIDENTIFIED SPEAKER: Is it that no criminal  
12 charges could be filed against them during this time? I  
13 believe that's what was confirmed.  
14 MR. MAIS: I'm sorry. I thought you were talking  
15 about civil litigation.  
16 UNIDENTIFIED SPEAKER: No.  
17 MR. MAIS: Yes. In essence, what the arrangement  
18 was, the Consent Decree, is basically in lieu of  
19 criminal prosecution, the fine structure was increased  
20 to what I indicated, from 3,000 or 6,000, depending on  
21 how many violations they have in a quarter.  
22 MS. EBERHARD: Thank you.  
23 UNIDENTIFIED SPEAKER: Is that after 10:00 or  
24 after 11:00?  
25 MR. MAIS: 11:00.

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1 UNIDENTIFIED SPEAKER: Okay. So between 10:00 and  
2 11:00, there's no –  
3 MS. DIGGS-JACKSON: The way the ordinance is used,  
4 between the hours of – our normal schedule hours of  
5 service are from 7:00 a.m. in the morning to 10:00 p.m.  
6 in the night.  
7 Anything after 10:00 p.m., between 10:00 and  
8 11:00, the airlines can be excused for what we call  
9 unanticipated delays. And those – they have to  
10 document those. They have to provide us with  
11 documentation that shows that that aircraft was late due  
12 to either air traffic control, weather or maintenance  
13 issues. Those are the only three excuses.  
14 They do have to supply that documentation.  
15 And if they do, then they are not fined during that  
16 10:00 to 11:00 period.  
17 UNIDENTIFIED SPEAKER: You know, I have a  
18 question.  
19 What other reason would there possibly be?  
20 The pilot is not taking an extended coffee break, so  
21 obviously, it's for one of those three reasons. I find  
22 that could be a real disservice to the community within  
23 that noise ordinance.  
24 MS. DIGGS-JACKSON: That's the way the ordinance  
25 is written, though. We don't have the ability or the

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1 flexibility to decide. If they provide documentation  
2 and it supports any of those three claims, then we have  
3 to accept that.  
4 There are times when they don't file; when  
5 they don't request the waiver. And if they violate the  
6 noise ordinance, then they get the fine. It's up to the  
7 airlines to make that request. We don't automatically  
8 give it to them.  
9 MS. MITCHELL: Sharon, excuse me. While you have  
10 the microphone, earlier I could not recall telephone  
11 numbers for the noise office. Could you please give  
12 those numbers so the entire audience will have those?  
13 Thank you.  
14 MS. DIGGS-JACKSON: The Noise Complaint line, and  
15 this is a recorded line, it's 570-2665. All of those  
16 complaints that are logged, that information is taken  
17 off of there, it is placed into our system. We do track  
18 those. We do not return those phone calls.  
19 I'll give you a number during normal  
20 business hours to where we would staff the offices.  
21 It's our – sort of a general information number  
22 570-2678. Monday through Friday 7:30 to 5:00 usually  
23 someone will answer that phone number.  
24 UNIDENTIFIED SPEAKER: What was the motivation for  
25 the city to agree to not hold the airlines criminally

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1 liable? I mean, first of all how can the city agree to  
2 that? They either are violation the law or not. It  
3 doesn't seem right to say the city has the right to  
4 change the law like that, if that is – at least that's  
5 my understanding.  
6 MS. DIGGS-JACKSON: We didn't change the law.  
7 What they did is they said, you have violated, and  
8 because you have violated repeatedly, now instead of  
9 giving you a \$300 fine and us having to take you into  
10 court for every charge, you've already show a pattern.  
11 When you violate the ordinance now, we're going to give  
12 you an automatic \$3,000 fine. We are not going to go  
13 back to court every other day.  
14 So it actually was a good arrangement. It  
15 allows us to collect those larger fines without having  
16 to go through all of the paperwork and filing every  
17 single time there's a noise ordinance.  
18 UNIDENTIFIED SPEAKER: Did the airlines, in turn,  
19 agree not to sue the city for being charged too many  
20 fines?  
21 MS. DIGGS-JACKSON: No. No. There was no  
22 agreement by the airlines to not sue the city. It had  
23 nothing to do with suing the city. In terms of –  
24 UNIDENTIFIED SPEAKER: Obviously, it sounds to me  
25 like a one-sided agreement.

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1 MS. DIGGS-JACKSON: Well, the one-sided  
 2 agreement –  
 3 UNIDENTIFIED SPEAKER: In favor of the airlines.  
 4 MS. DIGGS-JACKSON: Well, I'm not sure how it  
 5 could be in favor of the airlines if they with went to  
 6 \$300 to \$3,000. I'm not sure how that plays out being  
 7 unfair to the airlines.  
 8 UNIDENTIFIED SPEAKER: Is the unwaiver, the  
 9 violation between 10:00 and 11:00 300 or 3,000?  
 10 THE COURT: Well, if they violate – again, we  
 11 have to go back to the noise ordinance. If they violate  
 12 the noise ordinance, meaning their aircraft came in  
 13 louder than what's prescribed, then that would be – it  
 14 would be a \$300 fine for the airlines other than  
 15 American or Jet Blue. The Consent Decree is only with  
 16 those two airlines. So if American West or Horizon,  
 17 there fine structure is still the \$100 and 300.  
 18 UNIDENTIFIED SPEAKER: American and Horizon, if  
 19 they come in between – if the take off or land between  
 20 10:00 and 11:00 –  
 21 MS. DIGGS-JACKSON: If they violate –  
 22 UNIDENTIFIED SPEAKER: – and they do not provide  
 23 you with an excuse, what is the fine?  
 24 THE COURT: If they violate the noise ordinance.  
 25 It's possible that an aircraft could come in after 10:00

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1 and not violate the ordinance, in terms of the allowable  
 2 sound level. That's what we have to go back to: Did  
 3 they violate or not, not just whether or not they took  
 4 off. Did they violate the ordinance. They could get a  
 5 fine.  
 6 UNIDENTIFIED SPEAKER: And what would it be?  
 7 MS. DIGGS-JACKSON: For American and Jet Blue, it  
 8 would still be in that same structure, \$3,000. Jet blue  
 9 has now actually advanced to the \$6,000 range.  
 10 UNIDENTIFIED SPEAKER: If an airplane gets to the  
 11 tarmac or whatever, does it stays there on the runway,  
 12 it's considered as long as it's there to have left on  
 13 time if it's there by a certain time. So even if it  
 14 sits there for – how does that affect us?  
 15 MS. DIGGS-JACKSON: Are you talking in  
 16 relationships to the noise ordinance –  
 17 UNIDENTIFIED SPEAKER: Correct.  
 18 MS. DIGGS-JACKSON: – to the – and a departure?  
 19 UNIDENTIFIED SPEAKER: If the push back – if the  
 20 plane has been pushed, it's my understanding that they  
 21 have left on time.  
 22 MR. MAIS: No.  
 23 MS. DIGGS-JACKSON: Not from our standpoint. Now,  
 24 there's industry standards and then there's airport  
 25 standards for noise ordinance. It's not the same thing.

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1 When that plane literally departs is the  
 2 time that we would register. And then there's another  
 3 time as it relates to our noise bucket. So that's why I  
 4 have to ask that qualifying question.  
 5 You know, I have to apologize for just a  
 6 sec, again. I'm Sharon Diggs Jackson. I'm the Public  
 7 Affairs Officer for the airport. We have another event  
 8 with high school students over at Toyla (phonetic) Air  
 9 Flight, so that's where I've been all morning and kind  
 10 of ran on over here. And I will be here on Thursday, so  
 11 if there's any questions that I don't get a chance to  
 12 answer before this meeting ends at 1:00, I will be  
 13 available later.  
 14 UNIDENTIFIED SPEAKER: Is there a maximum number  
 15 of maintenance related waivers that an airline can  
 16 request in a quarter or could they provide you  
 17 documentation for every violation take off?  
 18 MS. DIGGS-JACKSON: There is no set level. If  
 19 they provide the documentation and it's during those  
 20 hours of 10:00 to 11:00, then the waiver could be  
 21 granted to them.  
 22 UNIDENTIFIED SPEAKER: Does that documentation  
 23 come right from their mechanics' floor or is it just a  
 24 letter that says, hey, we had problems.  
 25 MS. DIGGS-JACKSON: No. They have to provide

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1 specific details about it. There is a standard letter  
 2 and they have to give the details, that flight – what  
 3 the issue was, it has to be signed off by one of their  
 4 operations supervisors. So it's not just something you  
 5 can photocopy and send in to us every other day.  
 6 UNIDENTIFIED SPEAKER: Are those ever audited?  
 7 MS. DIGGS-JACKSON: Audited in terms of checking  
 8 for –  
 9 UNIDENTIFIED SPEAKER: To find out if they are  
 10 truthful, valid.  
 11 MS. DIGGS-JACKSON: I won't lie to you and say  
 12 that we're going to actually go back and check weather,  
 13 weather patterns. What was it over Omaha at 10:00 to  
 14 see if that caused that delay. We do not go to that  
 15 extent. But they are required to provide sufficient  
 16 written documentation to support that weather claim or  
 17 to support that maintenance issue.  
 18 MS. MITCHELL: Sharon, if I could, please though,  
 19 with regard to maintenance of scheduled air carriers,  
 20 the Feds require the air carriers to keep very – I  
 21 mean, very rigid records with regard to all of the  
 22 maintenance tests they perform.  
 23 And what Sharon was talking about the  
 24 documentation that she get attached to her letter comes  
 25 right off of their computer system, that same system –

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1 the information that they would have to share with the  
2 Feds.

3 UNIDENTIFIED SPEAKER: All of those penalties,  
4 where does the money go? Does it go to some fund for  
5 the airport to use for their business purposes?

6 MS. DIGGS-JACKSON: There's two things: Prior to  
7 the Consent Decree, all of the funds that were collected  
8 from the noise violations went back to help to support  
9 the noise office. As part of the Consent Decree, it was  
10 decided that any of the fines – and these are actually  
11 fines that are being levied by the court. So that's the  
12 3,000 and \$6,000 fines – that money has been earmarked  
13 to go to the library foundation. So that it benefits  
14 the larger community within the city.  
15 But the \$300 fines that we collect on a  
16 regular basis, those go come back to the airport and to  
17 the noise office.

18 UNIDENTIFIED SPEAKER: This is not having to do  
19 with the terminal facilities, but it is mentioned in the  
20 NOP, the Boeing project. Just because these projects  
21 both have a lot of impact, is that NOP going to be  
22 coming out? It sort of seems to me that since they both  
23 are having impact adjacent to each other, we should be  
24 looking at them side by side for negative impacts.  
25 Do you know if that's going to come out?

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1 MS. BRADY: The EIR will have a section that's  
2 called the Cumulative Impact and will identify all the  
3 foreseeable ongoing and even current past projects.  
4 Like, if there's been something that's just occurred, we  
5 would identify those impacts as well and look at them  
6 all together.

7 UNIDENTIFIED SPEAKER: But when is that – is  
8 there an NOP coming out pretty soon on the Boeing  
9 project?

10 MR. CHRISTOFFELS: You know, Tracie, I – we  
11 apologize. We do not have the schedules. The  
12 individual that was here that is working on that had to  
13 leave and I can't give you that answer today.

14 UNIDENTIFIED SPEAKER: Can I just ask one more  
15 question?

16 MS. EBERHARD: Sure.

17 UNIDENTIFIED SPEAKER: I'm very concerned about  
18 that. I think the issue is much larger than the  
19 airport.

20 MS. EBERHARD: Can you identify yourself?

21 IDENTIFIED SPEAKER: Okay. Birgit De La Torre,  
22 D-e L-a T-o-r-r-e. B-i-r-g-i-t. From Bixby Knolls.

23 I'm very concerned about the cumulative  
24 impact, too. And unfortunately I had to leave and get  
25 my kids and so I missed some of the Council members.

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1 And Mr. Carroll is still here, maybe he can pass on the  
2 message.

3 I just think that we should be looking at  
4 this as a much bigger issue. We should be looking at  
5 these in terms of limits of development. We have just  
6 had a very disturbing report from the AQMD that  
7 identifies Long Beach as one of the most polluted cities  
8 in California. And we need to wake up to this. We need  
9 to look at the port, we need to look at all of the  
10 freeways surrounding us. And I'd like to see you people  
11 who are doing the EIR include that. And I'd like to see  
12 the City Council, who is going to give the order, shall  
13 we say, or the contract to recognize that. That the EIR  
14 should include the whole scope of development in  
15 Long Beach. Commercial and property.

16 (Applause from the audience.)

17 IDENTIFIED SPEAKER: And not just the community  
18 around the airport.

19 And just I think, Mr. Carroll – and I think  
20 you're on our side here. I've heard you speak about  
21 these things before, you can pass on the message to your  
22 colleagues. If you want us to believe, the Council  
23 wants us to believe that they are really sincere about  
24 no expansion at the airport, they need to order a very  
25 comprehensive EIR so that they can be ready for the time

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1 when the FAA might be coming in, which is something the  
2 Council has been threatening us with, like our hands are  
3 tied, the FAA might come in and tell us we need to have  
4 more flights. And, of course, now if we have a  
5 beautiful terminal, that might even more likely happen.  
6 That we are equipped with the tool and we can say, FAA  
7 here you go. Our EIR shows we are absolutely at the  
8 limits of our carrying capacity here in Long Beach.  
9 Thank you.

10 MS. EBERHARD: I saw someone with their hand up  
11 and if it's specifically regarding the EIR – if it  
12 isn't, I'd prefer, while the court reporter is here – I  
13 understand all these operation issues and your concern  
14 about them, especially with Sharon here –

15 IDENTIFIED SPEAKER: Thank you. Mike Kowal. Last  
16 name is K-o-w-a-l.

17 I'd like to ask you as the environmental  
18 firm if you've had experience in doing EIRs in  
19 mitigation in any other airports with expansion? First  
20 question.

21 And then secondly, to that, were you able to

22 mitigate all the problems that you found in your study?

23 MS. BRADY: We have worked on John Wayne Airport  
24 in Orange County and no, we were not. We found that  
25 there were overriding considerations for the project,

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1 that there were impacts that could not be mitigated.  
2 MS. EBERHARD: One other hand I saw.  
3 UNIDENTIFIED SPEAKER: Transcripts of this  
4 meeting, are they going to be available and how can we  
5 get copies?  
6 MS. BRADY: When at the end of the scoping period,  
7 which is October 23rd, we're going to take all of the  
8 letters, all the postcards, the transcripts from the two  
9 hearings and we will have that all available to go on to  
10 the city's website. And I will need to confirm with the  
11 court reporters how long it will take for me to get  
12 transcripts.  
13 MS. EBERHARD: Thank you.  
14 UNIDENTIFIED SPEAKER: There are people that  
15 aren't on the web yet. So I was wondering who they  
16 would get the report from?  
17 MS. BRADY: The question was: For those who are  
18 not on the web, how could they get, like, a hard copy.  
19 MR. CHRISTOFFELS: Yeah. We will try to make some  
20 means to make it available. Obviously, we're talking  
21 about a very, very large document. And so maybe we can  
22 make it available in the library, for example, and can  
23 notify you that you can go to the library. To  
24 personally mail every one of you a copy would, as you  
25 imagine, would cost a fortune.

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1 We will take that into consideration.  
2 UNIDENTIFIED SPEAKER: Wouldn't a transcript be  
3 part of the official record?  
4 MR. CHRISTOFFELS: Yes.  
5 UNIDENTIFIED SPEAKER: I forgot I just wanted to  
6 ask the question on the expansion.  
7 I was looking at the computer and I'm not  
8 sure. Is there an area that's being developed for  
9 storing of small planes which would expand the small  
10 plane aspect a lot; and therefore, expand the use of  
11 small aircraft and expand the flight numbers of small  
12 aircraft? I know there is aircraft parked all over the  
13 airport. Although I have not personally taken a flight  
14 from there in ten years.  
15 But I did want to know about that expansion  
16 for storage of small aircraft. And if all these people  
17 are parking their planes there, where must they park  
18 when they come? They must be using the parking lot,  
19 probably.  
20 MS. EBERHARD: Please identify yourself.  
21 IDENTIFIED SPEAKER: Oh, yes. I'm Cheryl Bowles,  
22 B-o-w-l-e-s, of Signal Hill.  
23 MS. EDWARDS: I'm Christine Edwards in charge of  
24 special projects at the airport. I'll speak to that.  
25 First off, expand of general aviation is not

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1 part of this project. We are, however, though, looking  
2 at displacing some general aviation as part of this  
3 project. And we, basically, have two very small  
4 undeveloped areas on the airport that we're looking at  
5 developing to replace any general aviation that's  
6 displaced this part of the project.  
7 I can also tell you that we have so little  
8 undeveloped property within the boundaries of the  
9 airport, that there really isn't any room for, nor is  
10 there any plan, to expand general aviation parking  
11 beyond replacing anything we displace in the terminal  
12 area.  
13 MS. EBERHARD: Thank you.  
14 Okay. If there aren't further comments, I  
15 suggest – again, you've got some experts here that I  
16 really encourage you to take advantage of, talk with  
17 them, with the airport staff. We've got a little time  
18 left and the court reporter will be here if you have  
19 other comments. Thank you.  
20 (The formal proceedings for the Long  
21 Beach Scoping Meeting were ended.)  
22  
23 The following statements were reported by the reporter:  
24  
25 IDENTIFIED SPEAKER: I'd like to file. My name is

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1 James Beach, B-e-a-c-h. I live at 4240 Falcon.  
2 And what I would like to document is the  
3 vibration of my house from take offs and also the wind  
4 sheer of aircraft landing over my property. And the –  
5 I want the vibration factor and wind sheer factor to be  
6 a part of this Environmental Impact Study. Thank you.  
7 IDENTIFIED SPEAKER: My name is Kathy Morones.  
8 K-a-t-h-y. And my last name M-o-r-o-n-e-s. I live at  
9 3715 Gaviota Avenue in Long Beach.  
10 And as a housewife and as a mother, we have  
11 found our quality of life dramatically diminished  
12 because of the noise over our home. And we're just  
13 wondering what part of the Environmental impact report  
14 is going to address our loss of quality of life? We  
15 can't eat dinner together anymore in peace or talk on  
16 the phone or do homework without the noise impacting us.  
17 It's tremendous. Thank you.  
18 IDENTIFIED SPEAKER: My name is Frank Guy, G-u-y.  
19 And I live in Long Beach, the North Long Beach area.  
20 And the planes are already very disturbing.  
21 Rattle the windows. It's just like you're standing  
22 outside. It's very loud. And they are often very loud  
23 at almost 10:00 at night. And I'm strongly against any  
24 kind of expansion of the airport.  
25 And especially – you know, even at the

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1 current level, I think they should do something about  
2 noise abatement. I know that the City of Los Angeles,  
3 LAX, over the homes there, they do a lot with the  
4 windows, with the residents and neighbors, where they  
5 soundproof the windows, the ceilings and so forth. And  
6 they do a few other things to help alleviate the noise  
7 part.  
8 But even still, even with that, I'm still  
9 against any expansion because it's still a big problem.  
10 Thank you.  
11 End of proceedings.

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